



VOLUME II

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CAMBRIDGE UFO RESEARCH GROUP NEWSLETTER - MARCH, 1983

At our January meeting, we had as our guest speaker, Mr. Paul Couvrette, a member of the "Canadian Raelian Movement." The true story behind the formation of their organization is told in great detail in their book, "Space Aliens Took Me To Their Planet". The space aliens set out on a gigantic expedition in the Universe for a planet where the atmosphere would be suitable for the creation of human life, and landed on earth. We were then created scientifically in laboratories by the Elohim. This information was given to Claude Vorilhon, a French journalist, whom the space aliens elected to meet. They gave him the name Rael, which means "Messenger". They entrusted to Rael a world wide message of peace, love and fraternity, without prejudice to race, color or creed. The Elohim are asking us to open our minds unto infinity and to help us to do so, they provided Rael with a meditation technique, which they taught him when he visited their planet. The Elohim have decided not to interfere with our evolution. Mr. Couvrette gave us an insite into this group, of which there are approximately 3,500 members in Canada, most located in Quebec. It is always interesting to hear another view point.

FRANK AND ERNEST



TUESDAY 4-19



I spoke to the Preston Kiwanis group on UFO's in January. The audience was an older audience and I was pleasantly surprised on their apparent interest in this topic.

I am presenting a talk on UFO's to the Guelph Sertoma Club in April. This will be a mixed age audience.

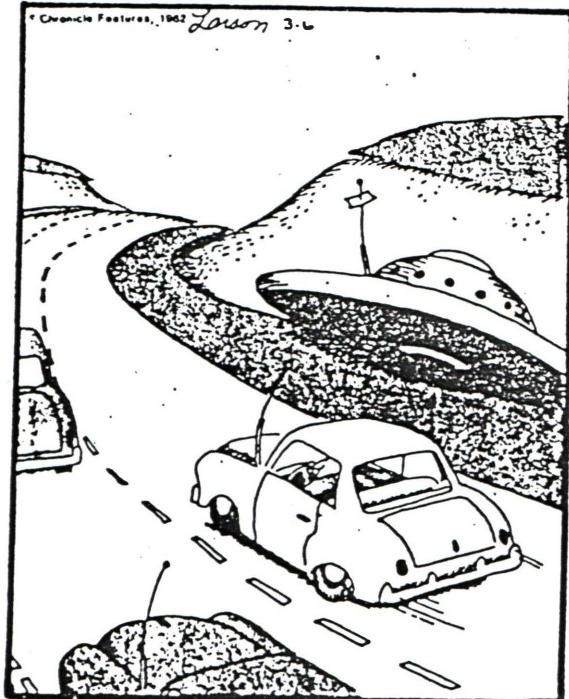
Don Tesky and Dave Stiller spoke at the Suddaby School in Kitchener on UFO's in February. This was an adult neighbourhood group that meets weekly.



"He's known about us for years.
They've locked him up twice!"

Bonnie Wheeler

Bonnie Wheeler, President,
Cambridge UFO Research Group.





UPDATE NOV/80 PINEBUSH RD., CAMBRIDGE CE IV CASE

In June, 1980, Jean was diagnosed as having Multiple Schlerosis by McMaster Hospital in Hamilton.

In November, 1980, Jean had the UFO encounter. After the sighting she developed:

-skin lesions

-sickness, nausea, vomiting

-tooth problems, her gums bled a lot, which the dentist could not find a reason for,
-she had an increase in cavities, which necessitated many fillings

- weight loss, so far 30 pounds

-loss of appetite, which comes and goes

-stomach pains

-diarrhea

-sleeplessness

-severe headaches

-loss of energy

-has an unbearable ringing in her ears. She had many tests performed on her ears and the doctor could find no cause nor cure. Many times this ringing prevents Jean from sleeping. During the ringing her eyesight becomes bad and she cannot tolerate bright light.

-this past summer her eyes became swollen and watery and she had a big blister under her right eye. She went to the eye doctor, he could not find any cause for this problem.

-she gets dizzy spells

-she has lost a lot of hair and her once thick hair has turned thin

-she gets numbness in her hands and feet

-the right side of her face has several times become paralzed, her face twitches and she loses control of her face.

-she has had edema (swelling) of hands and eyes

All of the above illnesses occur together or individually. The problems usually last from 5 to 8 hours. The problems continue to come and go.



Cambridge U.F.O. Research Group

When she became very sick after her sighting McMaster Hospital put her on drugs, supposedly to help her nausea, etc. She continued to deteriorate in health and in November, 1982, decided to go to another doctor and hospital. She went to University Hospital in London. They immediately took her off the drugs, telling her the drugs were actually harming her. They proceeded with many more tests. She was put in the hospital for several weeks in December, 1982, for tests and to monitor her. In January and February, 1983, many more tests were conducted on Jean.

P.S. When the London Hospital approached the Hamilton Hospital enquiring why they had put Jean on the harmful drugs, they refused to answer and /or co-operate.

Below is the medical effects pertaining to the Cash/Landrum CE IV case, which occurred on Dec. 29/80, Huffman, Texas. Please note the striking similarities to the health problems Jean has related to me. (Jean has not read any UFO material whatsoever)

SUMMARY OF THE MEDICAL EFFECTS

Colby, Erythema (reddening of the skin)

Eyes swollen and watery
Stomach pains
Diarrhea
Anorexia (loss of appetite)
Some weight loss
Increase in tooth cavities

The electromagnetic spectrum is divided into groups according to wavelengths. X-rays and gamma rays have very short wavelengths; ultraviolet radiation, visible light, and infrared have increasingly longer wavelengths. Since the regions overlap, an exposed person may suffer effects of more than one region — x-ray and ultraviolet for example.

dose, amount of exposure, and a number of other variables. However, there is no type of radiation that is not potentially dangerous to the eye. Certainly most of the listed symptoms can be found in the Cash/Landrum incident.

Vickie, Erythema

Photophthalmia (eyes swollen, watery, and painful)
Vision greatly diminished
Stomach pains
Diarrhea
Anorexia
Ulceration on the arms, resulting in scarring and loss of pigmentation
Keratin affected resulting in fingernail damage
Hair loss
Hair regrowth of a different texture

Exposure to ultraviolet radiation can produce photophobia, photophthalmia (arc-eye), edema of the eyelids, and erythema of the skin. Exposure to gamma and x-radiation can provide a strong general weakness, anorexia, nausea, vomiting, apathy, severe headache, sleeplessness, and dizziness.

Betty, Erythema

Acute photophthalmia (eyes swollen closed, painful, watery)
Vision impaired
Stomach pains
Vomiting, diarrhea
Anorexia
Loss of energy, lethargy
Scarring and loss of skin pigmentation
Excessive hair loss
Hair regrowth of a different texture

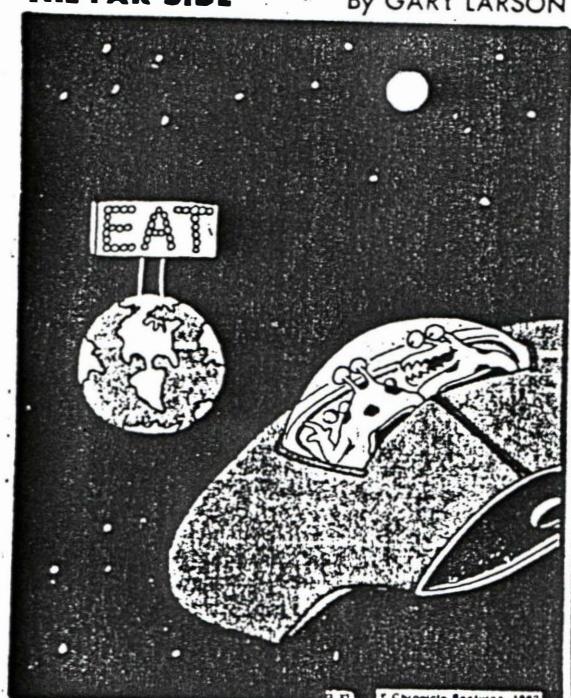
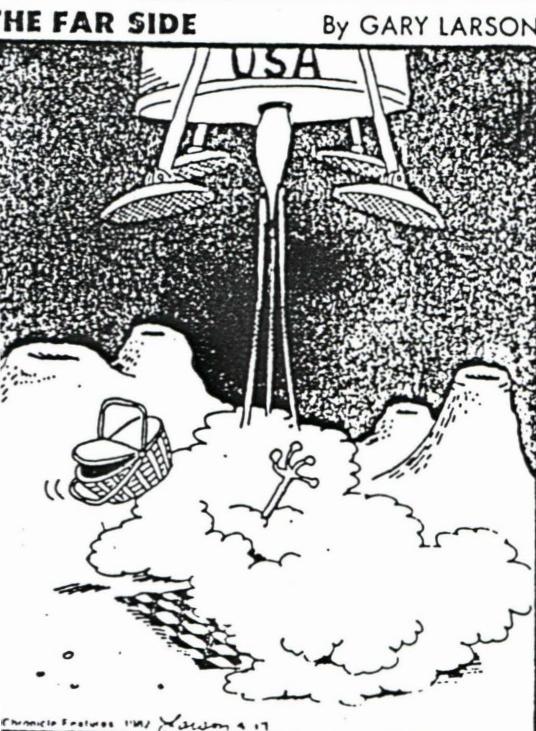
The symptoms provide a clue to the type of radiation exposure. The degree of illness depends upon the type and energy of the radiation, the



The following article pertaining to the "Betty Cash & Vickie Landrum" case appeared in "The News World", N.Y. City, February 5, 1983, "UFO's issue". This is interesting follow-up information on the case.

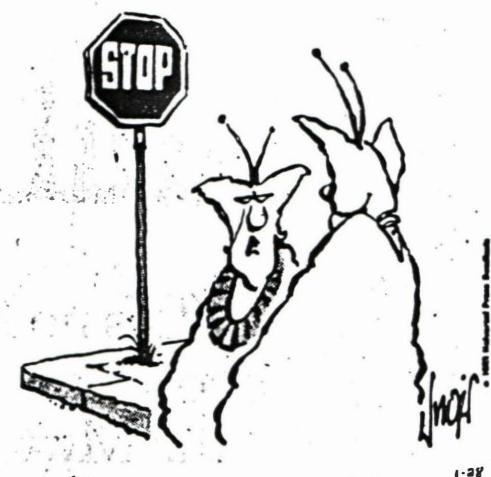
THE FAR SIDE

By GARY LARSON



Herman

"Say . . . I could go for something."



"We can't stand here all day. It must have jammed."

Victims deteriorate as U.S. holds back info on object

By Lucille de Saint-Andre
SPECIAL TO THE NEWS WORLD

Two Texas women and a little boy, innocent victims of a cover-up, are fighting for their lives in a continuing saga of government UFO intransigence. They have now filed a \$10 million damage claim against the Bergstrom U.S. Air Force Base near Austin, Texas in an incident so incredible that it seems to come right out of a sci-fi film.

In what has been termed as perhaps the most significant encounter of this time by such eminent UFO investigators as Dr. J. Allen Hynek, director of the Center for UFO Studies, and McDonnell Douglas space engineer John Schuessler, the victims suffered considerable radiation poisoning that has doctors groping in the dark about what treatment to use on them. They could be helped if their suit succeeds in obtaining related documents under the Freedom of Information Act so that the nature of their illness can be determined. All three have been in and out of hospitals since it happened.

Betty Cash and Vickie Landrum, both in their fifties, and grandson Colby Landrum, 9, continue to suffer from severe physical, emotional and economic damages arising from their close encounter with the UFO they met on a bleak Monday winter evening

December 29, 1980 on a deserted stretch of a Texas road between New Caney and Huffman not far from Houston. They were on their way home to Dayton when their car was blocked by a huge diamond-shaped UFO throwing forth red and orange flames from its bottom.

"The object was extremely bright," they said, "and appeared to be the size of a city water tank. It was approximately 60-80 feet above the road."

What happened next was the beginning of an ongoing nightmare that has altered the lives of all participants. They stopped the car, got out and stared at the UFO. It was now hovering at tree top level approximately 135 feet from them. Betty Cash, who was driving the automobile, felt intense and excruciating heat coming from the UFO. Vickie Landrum stood on the passenger's side and clutched the boy to her. The boy was terrified and screamed for her to get back into the car. They both did and the boy hid on the floor. Betty Cash after five minutes got into the car but noted that the door handle was so hot that she had to use her jacket to close it.

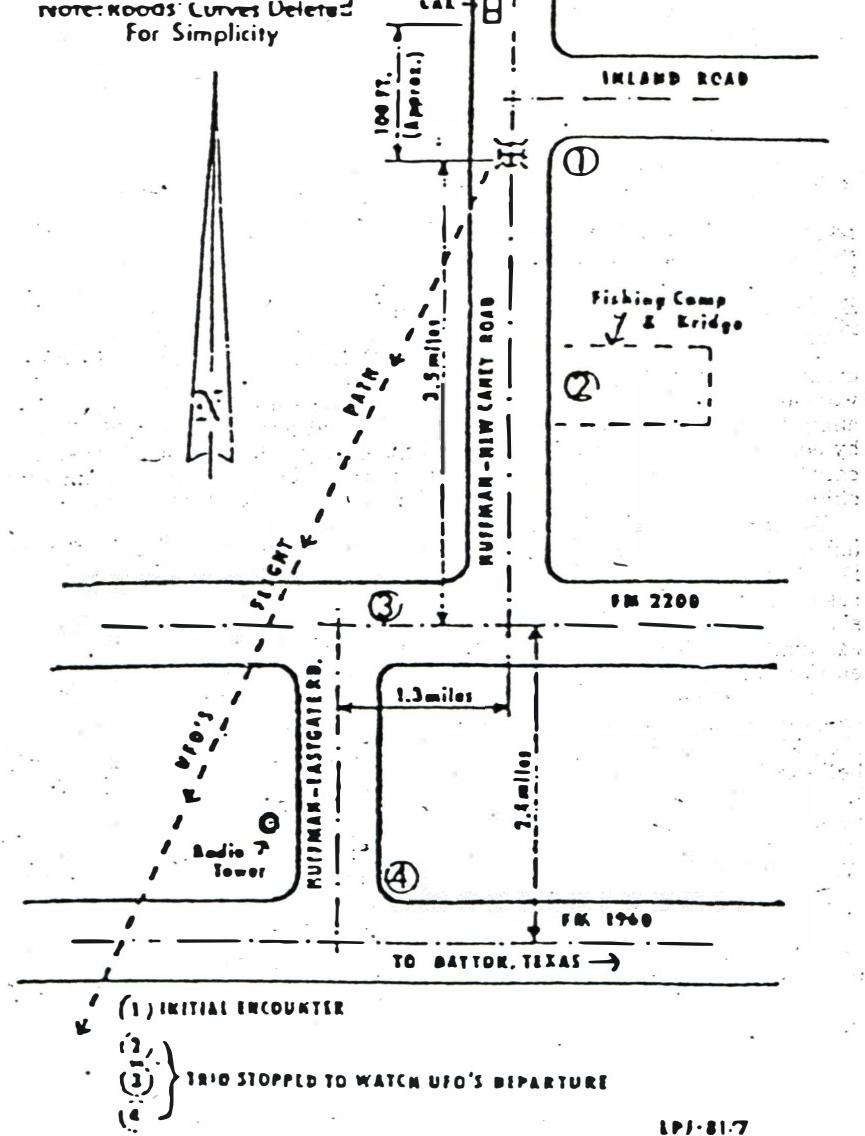
They followed the object which was moving westward. After some three miles they saw approximately 23 military-type heli-

UFO cover-up ruins lives of 3

CLAIM FOR DAMAGE, INJURY, OR DEATH				INSTRUCTIONS: Please print or type whenever possible. Please read carefully the instructions on the reverse side and supply information requested on both sides of this form. Use additional sheet(s) if necessary.				FORM APPROVED DOL 45-8097	
1. SUBMIT TO Base Staff Judge Advocate Attn: Claims Officer Bergstrom Air Force Base				2. NAME AND ADDRESS OF CLAIMANT (Number, street, city, State, and Zip Codes) Betty Cash 209 48th Street Birmingham, Alabama 35062					
3. TYPE OF EMPLOYMENT <input checked="" type="checkbox"/> MILITARY <input type="checkbox"/> CIVILIAN	4. AGE 53	5. MARITAL STATUS Single	6. NAME AND ADDRESS OF SPOUSE IF ANY (Number, street, city, State, and Zip Codes) N/A						
7. PLACE OF ACCIDENT (Give city or town and State, if outside city limits, indicate distance to nearest city or town) On FM Road 1485 between New Caney and Huffman Texas - 7 miles out of New Caney Texas (see diagram)				8. DATE AND DAY OF ACCIDENT December 29 1980				9. TIME 9:00PM- 9:30PM	
10. PROPERTY DAMAGE -0-		11. PERSONAL INJURY \$10,000,000.00		12. WRONGFUL DEATH N/A		13. AMOUNT OF CLAIM (in dollars) \$10,000,000.00		14. TOTAL \$10,000,000.00	
15. DESCRIPTION OF ACCIDENT (State below in detail all known facts and circumstances attending the damage, injury, or death, identifying persons and property involved and the cause thereof) At the above time and place claimant was driving a 1980 Olds automobile with two passengers, Vicki and Colby Landrum, when they observed an unconventional aerial object. According to the claimant, the object was extremely bright and appeared to have no distinct shape. The object was approximately 60-80 feet above the road and appeared to be the size of a "city water tank". Furthermore the object was surrounded by a glow and appeared to have red and orange									
(continued on attached page)									
NAME AND ADDRESS OF OWNER, IF OTHER THAN CLAIMANT (Number, street, city, State, and Zip Codes) N/A									
BRIEFLY DESCRIBE KIND AND LOCATION OF PROPERTY AND NATURE AND EXTENT OF DAMAGE (See instructions on reverse side for method of substantiating claims) N/A									
16. PERSONAL INJURY STATE NATURE AND EXTENT OF INJURY WHICH FORMS THE BASIS OF THIS CLAIM Claimant, within hours of the close encounter with the unidentified flying object, began experiencing the following symptoms: extreme and prolonged headache, nausea, swollen neck, red blotches appearing on face and head and swollen earlobes and eyelids. Within the next few days her health deteriorated rapidly.									
17. WITNESSES (continued on attached page) Mr. G. Gersten, Esq., 1000 Main Street, Suite 1400, Houston, Texas 77002									

Courtesy of Peter Gersten
A copy of a Department of Justice form filled out by Betty Cash requesting \$10 million in damages from Bergstrom Air Force Base in Austin, Texas, for injuries which appeared hours after viewing a UFO surrounded by 23 military-type helicopters. Lawyer Peter Gersten hopes the claim will result in release of information about the UFO.

NOTE: Roads Curves Deleted
For Simplicity



LPI-81-7

Courtesy of Peter Gersten

A map of the flight path of the UFO sighted by Betty Cash and Vickie and Colby Landrum, which also shows where the trio first saw the UFO and where they stopped to watch its flight.

copters, several of which appeared to be double rotary types, near the object. Finally the UFO disappeared, and so did the helicopters.

Betty dropped off Vickie and her grandson at their home then drove to her own home. She said her head felt as "though it would burst." Within hours she developed extreme and prolonged headaches, nausea, a swollen neck, red blotches on her face and head and swollen earlobes and eyelids. Her eyes closed completely and she could not see for several days. The red blotches became blisters of clear fluid.

Betty and Vickie lost much of their hair. When it grew back it was weaker and grayer. Vickie's fingernails got holes. She developed a cataract in her right eye. Her left eye is now much worse, says Schuessler who talks to her every week.

Symptoms get worse and worse

"Every few months it gets worse. When this thing first started she could see very well. She worked, she drove," Schuessler said in a telephone interview from Texas. She

was very active, alert woman, she ran a restaurant and small grocery store. Betty Cash worked with her. Now they've closed both businesses. Since the incident they haven't worked one day.

"They're not what you'd call educated people but they're very nice and have a good reputation. Aside from the blows to their health and their pocketbooks, they've taken some abuse. People have given them a hard time," Schuessler said.

"As far as the helicopters go (which have been identified as U.S. Army Chinook models from Betty's and Vickie's and Colby's description), we haven't been able to prove anything, so far. But we're confident there were helicopters. I'm positive 99 percent something happened. These people are not hoaxers."

Does he think the boy will be all right? "That's questionable. Some of the doctors have informally said that he could develop leukemia-like symptoms during the next ten years. They don't know the background of this so they won't know how to treat him."

Terrified of helicopters

"The boy is more afraid of heli-

continued on page 8

some of the pilots in these helicopters must have gotten hurt the same way these people were. I can't see how they could have been protected unless they wore special suits. Of course they'd be in military hospitals. We asked around the hospitals but got nowhere. If they died their families might talk.

"I really think that whatever it was, it was out of control. If it was from Alpha Centauri or some Air force base, whatever, I haven't seen anything that looks like it. It fits the mold of what people think of as UFOs but UFOs don't put out radiation. The only radiation comes from countermeasures here and they're not generally deep or intensified enough to hurt people. If they were carrying something — weapons or a high energy source platform that could explain it (red and orange flames) but I can't find anything in any of the technical archives that looks this way."

Schuessler, who's deputy director of the Mutual UFO Network, in Seguin, Texas, insists it is a UFO in any classic sense of the word.

Victims suffer as mystery deepens

In the meantime, the two women and the little boy have not gotten better. They have sores and big welts which come and go as if something happened to their immune system and Colby has developed knots the size of thumbs in his knee joints. They've run out of money for treatment and they can't work to make money. Betty has moved to Alabama to live with her mother, Vickie feels she looks too terrible to reopen her restaurant or grocery store and moreover, can't see enough to hold a job. Her diagnosis reads, "Radiation damage. Type and dosage unknown. Prognosis: Unknown at this time."

New York lawyer Peter Gersten, an authority on Freedom of Information Act requests regarding UFOs, hopes his administrative claim filed in December 1982 (see box) will open government files and produce the needed information. The Air Force has five months to respond and if he doesn't get any action by then he will file suit in U.S. District Court in Texas.

So far the government has denied any knowledge of the helicopters at the scene and even extensive investigation led by Schuessler could not move any branch of the military to admit to the incident.

Nevertheless there have been other witnesses. Things like this can't just happen and vanish into thin air. With so many people and several witnesses involved and the highly explosive radiation issue in the story, sooner or later someone's got to talk.

Gersten confidently predicts that this year or the next, the government will make some major disclosures regarding UFOs. And that's when the story will break wide open. Let's hope it won't be too late for Betty Cash, Vickie Landrum and little Colby.

COVER-UP

continued from page 3

copters now than of this big, glowing thing. When it first happened — he was 7 then — we took him aside and we had him make little drawings of the 'copters. We talked to him alone without any of his relatives so no one could accuse us of slanting things. He's a rugged, active, intelligent little guy, he gets very good grades in school and the teachers like him. But he's terrified of 'copters. Once, shortly after it happened, I had his grandmother bring him down to the space center where I work.

"Then the big red and white coast guard helicopter came from the Gulf direction right over the space center. When he heard it and saw it he ducked and ran for the building. It was quite an automatic reaction. He completely panicked."

Schuessler, who's worked in the space craft field since 1962 and has been on every major space program in this country, feels this case doesn't fit the mold. "We're still looking for clues. It takes a lot of detective work. For instance,

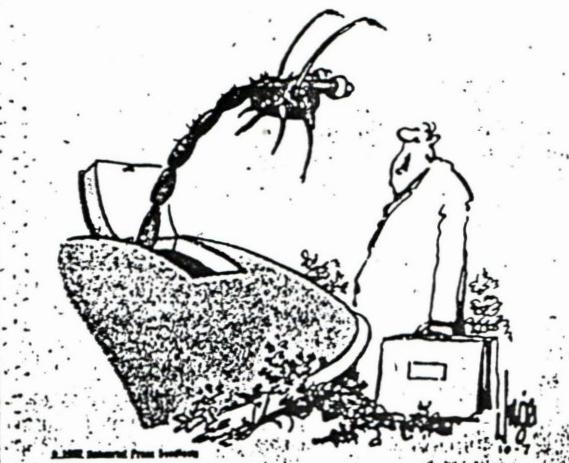
THE FAR SIDE

By GARY LARSON



"Yeeeeeeeeeechal!"

HERMAN



Welcome to planet Earth.
Is your mother home?



SIGHTINGS

On January 28, 1983 I received a phone call from Rick Ament of the Cambridge Daily Reporter. Mr. Ludwick Sandaj and his wife, Doris, of Cambridge, called the Reporter to report a sighting. They saw a huge, glowing, object in the eastern sky. It was shaped like a huge ball, the size of the sun. It was stationary for most of the sighting. It moved slowly down and vanished. They viewed this object from 6:45 A.M. to 7:30 A.M., a total of 45 minutes.

I contacted Cliff Cunningham, our member astronomer. He stated the sun rose in the eastern sky at 7:44 A.M. that morning. He felt this sighting was an optical, atmospheric phenomena. The sun could have been reflecting off a very high cloud. Also, rays of the sun could have been visible before the sun actually rose. The time, place and size of the sighting coincide with the sun, therefore, the sighting is classified as an identified atmospheric phenomena.

On January 29, 1983, I received another phone call. This call was made as a result of the sighting report in the newspaper. Mrs. Bonds was driving home on January 27th, 1983 at 11:30 P.M. and had just turned onto St. Andrews Street, in Cambridge (close to Angela Crescent, see newspaper article). She saw a yellowish, orange light in the north west portion of the sky. It was the size of a street lamp and at an elevation of 30°. It appeared as a round light, about small plane height. The sky was clear that evening. She pulled over and watched this bright light. It did not move and she couldn't hear any noise. She watched it for two minutes, then proceeded home. The light was still visible when she left.

Comments:

There was a nearly full moon in the clear sky that evening. Ice crystals could have been prevalent in the high atmosphere. If the atmosphere was such that ice crystals reflected the disc of the moon, that could have created a false image in the opposite portion of the sky, an atmospheric mirage.

Conclusion:

Possibly identified.

Friday, Jan. 28, 1983

Nocturnal light seen in morning sky

A morning can usually
be investigated by concerned telephone this is an after sight-
ings for "As far as I'm concerned", Mrs. Cunningham said the phenomenon
had talked to Kitchener. Atmospheric coincidences of the
nocturnal kind, Mr. Cunningham said, had taken place too many times before he would believe in a sun rising in the east.
Sue was there, in the sunlight reflecting off the rising sun, because the object.
According to Mr. Cunningham, the rising sun could have been the object of the morning sighting.

CAMBRIDGE

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REPORTER



Date of Interview: March 29, 1983

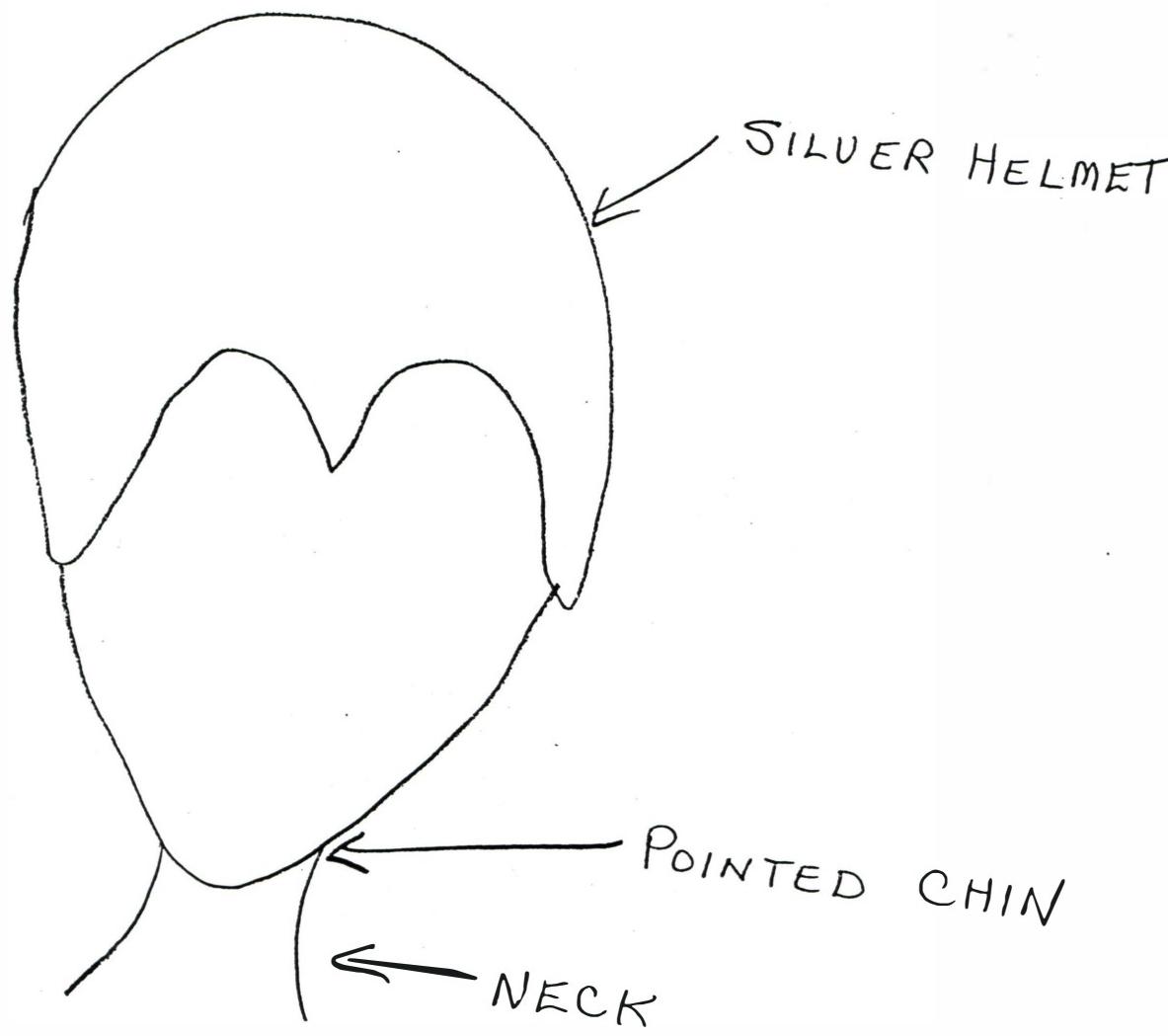
Date of Sighting: March, 1982

Time: 1:30 A.M.

Location: River Road (Hespler) Cambridge

A few strange events happened prior to the above sighting, which I shall describe first.

Three weeks before the above sighting, Mary was taking a bath about 11:00 P.M. She glanced up and saw a head shape in the bathroom window. The bathroom window had no curtains and was frosted glass. The head vanished after a few seconds. She was very scared, but then thought she had imagined it. Three or four nights after that sighting she was taking a bath, again at 11:00 P.M., glanced up and saw the head again in the bathroom window. She was very frightened and wondered if her imagination was once more playing tricks on her, but wondered how it could happen twice. She quickly shut her shower door. A week later, again taking a bath at 11:00 P.M., she looked up and saw two heads against the window. The heads seemed to be very close to the window, looking right into the window. She was extremely frightened at this point. On all three sightings the head shape was the same. Description is as follows: The head was normal head size, with a silver helmet reaching part way down the face, no facial features were visible, part of the neck could be seen, the head had a very pointed chin. The head seemed to be luminescent, Mary thought. But if the head was luminescent Mary should have been able to see it back away and not vanish as quickly as it did. Possibly the bright silver helmet was reflecting some of the bathroom light and that is why the head appeared to be luminescent. Don Tesky and I recreated this event. Don went outside and stood on the ground, putting his hand and face close to the window. If this "being" was standing on the ground looking into the bathroom, at the height Mary saw the head in the window, the "being" would have to be at least 6'5" tall. We could see Don's hand and head with no problem. Therefore, Mary would have been able to see the head, even though the glass was frosted. Diagram of head follows. Mary now does not take her bath until her husband comes home at midnight.





The sighting of the object report follows.

The sighting occurred in March, 1982, snow was still on the ground. Mary couldn't sleep so she got up and went to get a glass of water, about 1:30 A.M. She went into the bedroom and looked out the back window, quickly noticing a big, bright pulsating object, in the vacant field behind her house. The object was an inverted conical shape, it had bright, little, pulsating lights around the bottom, pulsating green and red. The color at the top of the object was yellow, middle was orange, and the bottom a darker orange. The color got progressively darker from the top down. The actual colors of the object seemed to be pulsating as well. See diagram of object.

The object was beside a maple tree and was about half the height of the tree, making the object 15'-17' in height, width 12' (not quite as wide as it was tall), and the object was 200 yards away from the witness. The object was on the ground and did not move, the lights continuously pulsated. She watched the object for a few minutes and then ran to the kitchen cupboard to look for the binoculars, but couldn't find them. At this point, she debated about whether waking her husband up to see this object. She said something wouldn't let her, as if an invisible force were preventing her from waking her husband. She felt numb. She also debated about waking up her son-in-law, but did not. She ran back to the bedroom and looked in the cupboard for the binoculars, couldn't find. She watched the object again for a few minutes. She then ran to the other bedroom, hoping to find the binoculars, couldn't find. She ran back to the bedroom and watched the object again. At no time did it move. She then ran into the living room and looked in the china cabinet for the binoculars, couldn't find. She went back to the bedroom and looked out the window, but the object had gone. Total viewing time was 20 minutes. No noise was heard. The evening was clear, temperature -2°C, area was semi rural, Speed River was across the road. The lot behind her house is vacant, scrub land with very little grass growing, it belongs to a developer. See diagram of land following.

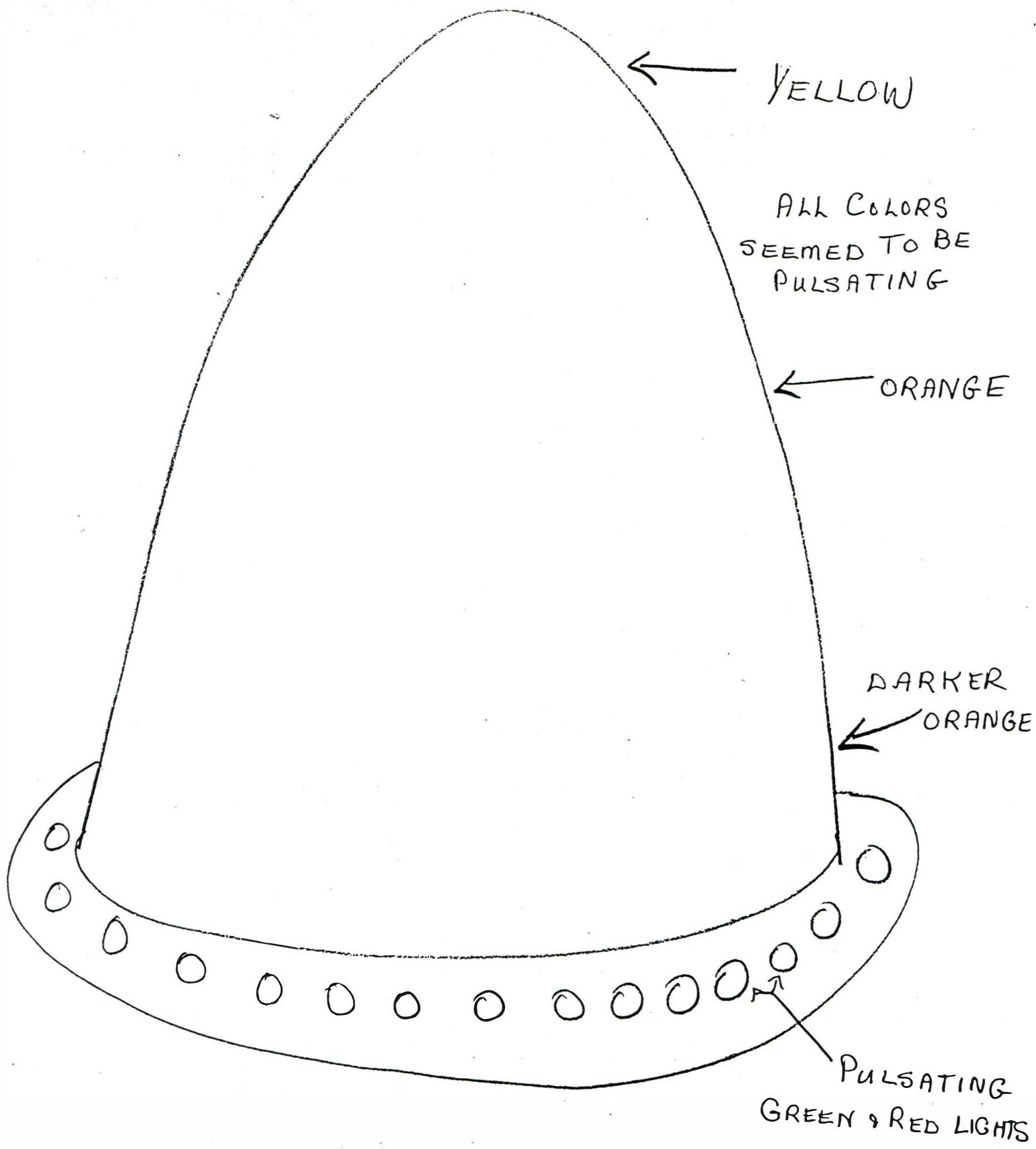


Mary told her family about the sighting the next day. Everyone was in a hurry to leave that morning for Clinton, so they didn't check out the area where the object was on the ground. Nor did they check a few days later when they returned home - another instance where possibly valuable information and evidence is lost.

Mary checked with neighbours on either side of her home to see if they had seen unusual lights on that evening, but both had gone to bed early. Mary's dog was highly agitated during the sighting, ears went up, but did not bark. During the sighting Mary was extremely frightened, she felt as if the blood had been drained from her body. At no time did she turn any lights on in the house. (Mary's son had the binoculars, she found out later).

Mary had another sighting a few months later, which follows.

Mary wondered if there was any connection with seeing the heads and then shortly after, seeing the object in the field. We wondered too.



MAPLE
TREE

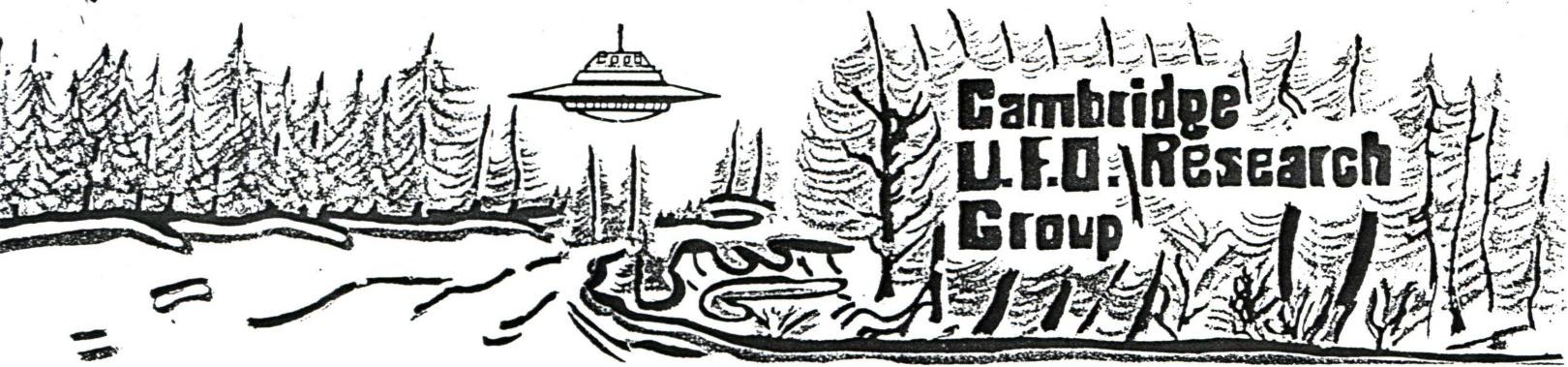
OBJECT

VACANT FIELD
(FLAT LAND)

PIE SHAPED LOT

House

ROAD



Date of Interview: March 29, 1983

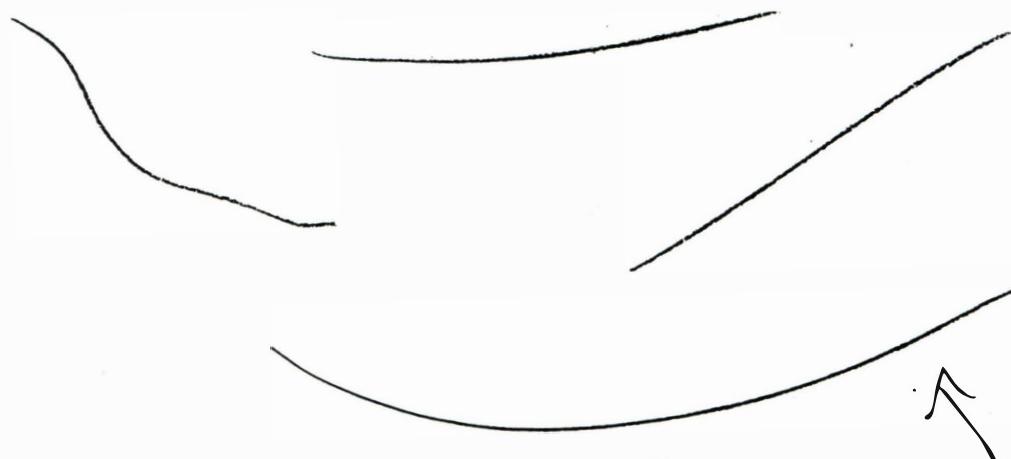
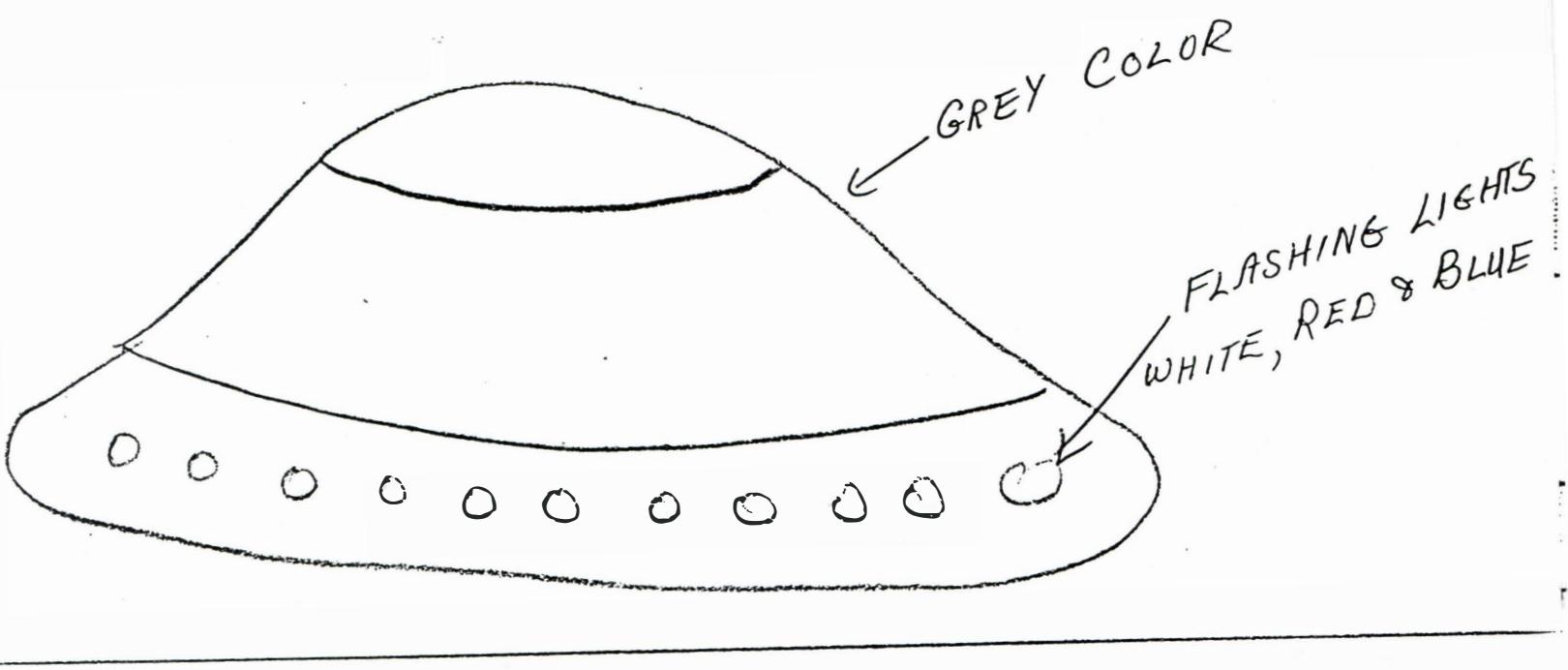
Date of Sighting: July, 1982

Time: 10:30 P.M.

Duration: Watched for $\frac{1}{2}$ hour, then gave up

Location: River Road, (Hespeler) Cambridge

Mary and her daughter had ordered a pizza and looked out the front window for the delivery man. They saw four, bright, objects zig zagging in the sky. All four objects were going in different directions. They were in the north west portion of the sky, about two miles from the witnesses and at about 20° above the horizon. Mary ran and got the binoculars and could see a flat, disc shape, grey in color, with flashing red, white and blue lights along the bottom. The size of the object(s) was a silver dollar held at arm's length. The pizza delivery man arrived and he, too watched the display of zig zagging lights. At no time did they fly in formation. They manoeuvred all over the sky. The night was clear, with stars. They gave up watching after $\frac{1}{2}$ hour, but the lights were still visible at that time. Her son-in-law, a couple of miles away, was also watching these objects. Diagram of object and movements follows.

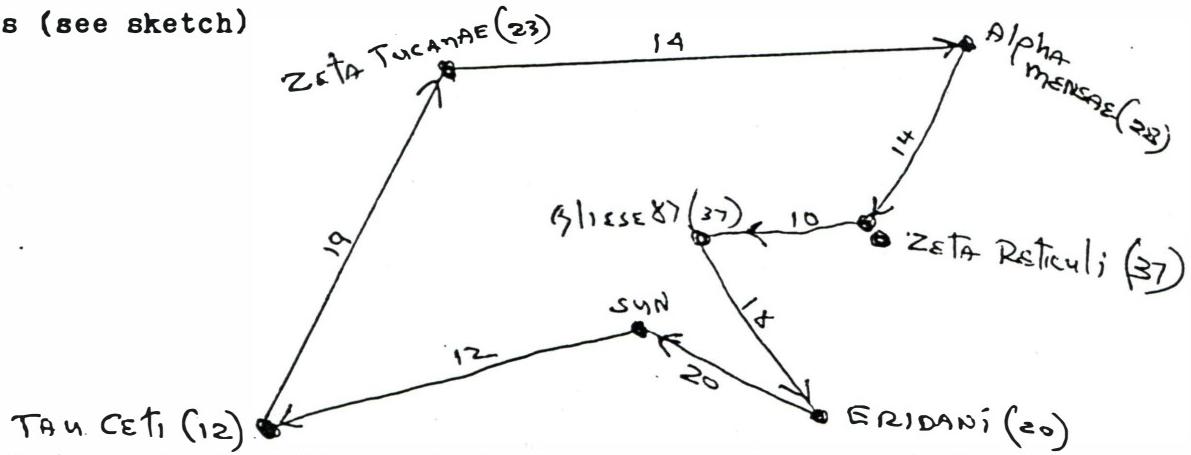


SPORADIC
MOVEMENT OF THE 4
OBJECTS

THE TIME DILATION FUN HAND-BOOK

In the studio my wife and I were brainstorming ideas for an Ad campaign when we hit on something. "OK", I said, "you record it and I'll type it up." We ran for our machines; dead batteries in the recorder, the typewriter was broken. We broke up laughing 'cause our equipment simply wasn't up to the situation.

A similar point can be made amid some folks' "brainstorming" space trips. Terrence (Terry to his friends I trust?) Dickinson, (THE ZETA RETICULI INCIDENT, Astronomy magazine, '76) whipped up a map showing a little space odyessy flight out to six stars like our Sun which could be shining down on extraterrestrial guys just like us (see sketch)



Numbers on the lines indicate light-year distances between stars; numbers in parentheses indicate distances from our Sun.

Only Terry forgot something. Today he forgot to tell someone to please put an earth station disc in a Time Capsule labelled "Please do not open until the year 420,000AD", so's they'll have a fresh piece of long obsolete equipment to receive the latest from-space TV "news". More in a minute on how time dilation will make the news old, old, old, when beamed back from that flight. Me also forgot anyone was listening when he naively exclaimed, Geez, "these stars are a natural for exploration when we achieve interstellar flight." Sure sure Terry, you'll be alright, here, take two of these...

Our intrepid crew, all twenty years old, arrive at Tau Ceti after a 12 year speed-of-light flight. Their ship's calendar says 1995 so they're 32 years old. But, their inward report back to earth at SOL, takes another 12 years. During those 24 years almost 910 years have elapsed on earth whose calendar reads 2893AD. That 910 year-old 'news' is as dull and boring to the people of 2893 as it would be for us hearing today from someone reporting events that happened around the Battle of Hastings in the year 1073!

Can't you almost hear some earth guys muttering, 'the hell with those 420,000AD folk; where's that damn time capsule buried?'

Inexorable and true, even if our valiant crew got some smarts only six years out from the 2nd star Zeta Tumanae, and started back * on their inward journey of 25 years, earth would be in the year of the Lord 421,983AD, our kiddy crew would be 70 and their "eyewitness" news would be duller than listening to someone today from back in 420,000BC!

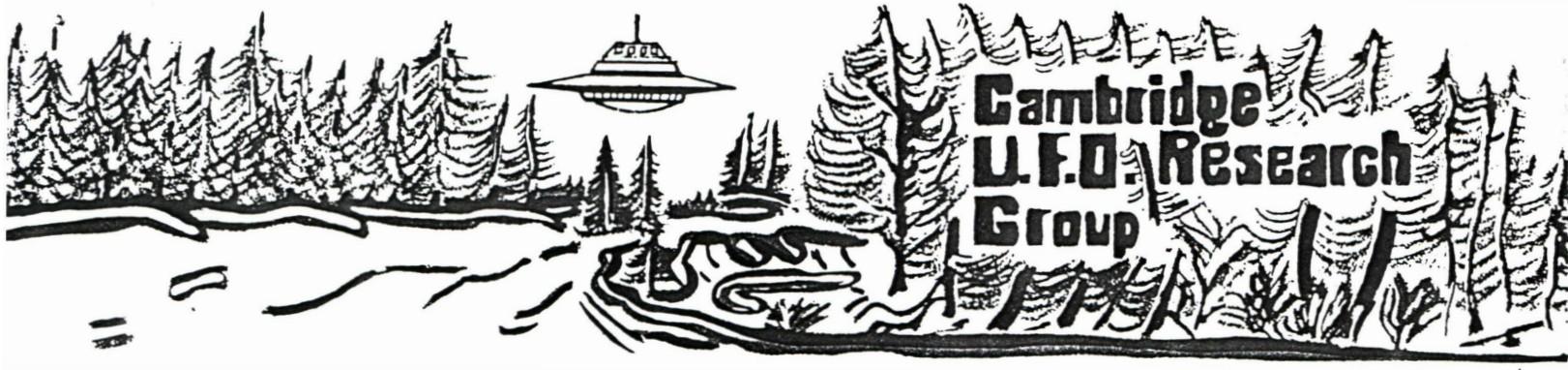
Here's what makes all this possible, the table from Meyer's Handbook on Space.

Duration of outward and inward flight for the crew of the space ship	Total duration of flight for the inhabitants of earth left behind
1 year	1 years
2 years	2.1 "
5 years	6.5 "
10 "	24 "
15 "	80 "
20 "	270 "
25 "	910 "
30 "	3100 "
35 "	10600 "
40 "	36000 "
45 "	121000 "
50 years	420000 years

Altho' Terrence brilliantly plotted out a 107 year trip, he sorta left out considering the kiddy crew would get back home a mere 127 years old. Oh, the future-shock those kiddies would have upon landing? Terry baby, it's not really funny, Ma Ma; it's funny (as in pathetic).

* (You see, Terry, 25 years flying outward, then 25 years flying inward totals 50 years at SOL. Meantime on earth (see table...)

Russ Reardon
Febr 22 '83
Isle of Palms SC 29451

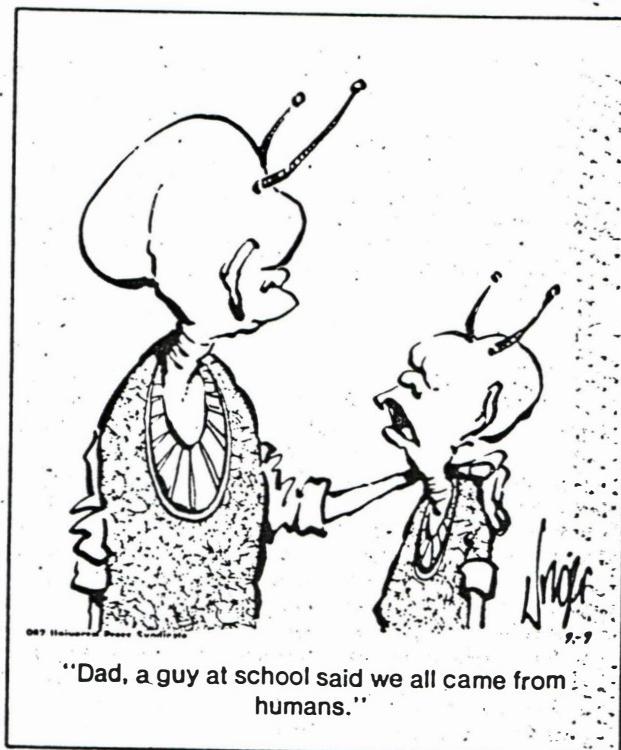


Peter Mazzola, editor of Scientific Bureau of Investigation, Inc., Staten Island, New York, spoke at the Mufon Convention in Toronto last summer. His organization is hosting a UFO symposium in August in New York this year. Details of that symposium appeared in his newsletter "The SBI Report", issue 36. The info pertaining to this symposium is attached, for anyone wishing to attend this interesting event.

HERMAN



HERMAN



DIRECTOR'S MESSAGE

"UFOs: Past, Present and Future" is the theme for the SBI's 1983 UFO Symposium to be held Friday, Saturday and Sunday, August 12, 13 and 14 at the RAMADA INN Hotel, in Albany, New York. Hosted by the SBI of Northern New York, Pete Mazzola will handle the speaker introductions as Master of Ceremonies. Dan Lowenski, Chairman for the symposium and his program committee are preparing a list of potential featured speakers and will be extending several invitations shortly.

Unfortunately, due to the financial burdens of non-profit organizations trying to survive in today's high inflationary world, speakers are requested to volunteer their expertise. Persons in the UFO field who would like to share their research with attendees of the symposium are urged to please submit an abstract of their proposed paper, or completed manuscript to the SBI if desiring to lecture at the symposium. Speaker abstracts or completed paper MUST be received by APRIL 30, 1983 so it may be evaluated within our allotted time span & planning schedule.

Impressed with the way the 1982 MUFON symposium was conducted in Toronto, Canada, the

SBI has decided to structure its symposium in a near similar fashion. The symposium program will be divided into five (5) individual sessions; three on Saturday, August 13 and two on Sunday, August 14.

Friday evening, August 12 will consist of a program of registration, displays, sales of UFO items, cocktail hour and an informal get-acquainted session from 8-12 p.m.

Specialized workshops and films are scheduled throughout the symposium. Two video taped films will be shown: "Project Diogenes" on an actual UFO-recovery training exercise by the SBI, and a feature length UFO documentary. The symposium will also feature an SBI constructed 23' diameter UFO and life-like alien occupant used by the SBI during training exercises, for public viewing.

Individual admission to each of the five sessions is \$6.00 with a "special package price" of \$25.00 for the entire symposium (savings of \$5.00). 60-rooms have been reserved at the hotel at special group rates of \$32.00 per room, per day for single occupancy and \$37.00 per room per day for double occupancy. Persons attending MUST MAKE THEIR OWN RESERVATION with

the hotel, making sure to notify the hotel that you will be attending the UFO Symposium in order to obtain the special group rates. It is recommended you reserve your room at the hotel as soon as possible.

Advanced tickets for each session of the symposium or the package ticket for all five sessions may be reserved by specifying in writing which sessions you wish to attend and enclosing either an international postal money order (foreign country attendees) or a certified check in US funds, made payable to: THE SBI, along with a self addressed, stamped envelope for your confirmation. Your tickets will be held for you at the symposium registration desk in Albany and issued to you upon your arrival. ALL advanced ticket payments should be mailed to:

THE SBI
P.O. BOX 193
STATEN ISLAND, N.Y. 10312-USA

The SBI 1983 UFO Symposium Proceedings, containing all the papers presented by our featured speakers, will be available at the symposium for \$10.00 in US funds, and by mail thereafter from the SBI for \$10.00 plus \$1.50 for postage and handling.

Start planning your vacation now to attend this exciting, eventful and memorable UFO symposium in the contemporary Convention Center in Albany, New York. The SBI even welcomes your children to attend and offers 4 price rates to each session (\$3.00 each session or \$12.50 for all five sessions) for children between the ages of 6 through 12 or use the services/activities in the hotel to occupy children.

1983—SBI UFO SYMPOSIUM—AUG. 12 - 14

DAN LOWENSKI, Chairman

LOCATION: Ramada Inn, 1228 Western Avenue, Albany, New York 12203. TELEPHONE: 1-518-489-2981.

INFORMATION: SBI, P.O. Box 193, Staten Island, N.Y. 10312.

ADVANCE TICKETS: Five sessions at \$6.00 per session-OR-package price for entire symposium \$25.00. Send International Postal Money Order (overseas) or certified check (USA) in US dollars payable to: The SBI. Enclose self-addressed, stamped envelope for confirmation. Tickets will be held at the registration desk in Albany, New York.

HOTEL RESERVATIONS: Call or write the hotel.

PLEASE FILL OUT YOUR POSTCARD & RETURN TO US IMMEDIATELY.

Kenneth W. Behrendt
274 Second Street
Elizabeth, New Jersey
07206 U.S.A.

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Is There A UFO in Your Future?

by Kenneth W. Behrendt

Readers who have followed my articles on UFO propulsion know that I always try to maintain a no nonsense, "nuts and bolts" approach to this vital subject. Most ufologists have, more or less, resigned themselves to accepting that the propulsion technology incorporated in the elusive saucers (and craft of other shapes) is so far beyond current earthly technology, that we may need thousands of years before we can duplicate it. Others, caught hopelessly between the above attitudes and those of the scientific orthodoxy who perpetually deliver their incantations on the physical improbability of the existence of real UFOs due to their apparently explicit and implicit violation of physical laws, have wandered off into a nether world of time travel, parallel universes, and perverse cosmic tricksters playing games with humanity's consciousness.

Thus, we see that in the slippery world of ufology, the individual seeking the "truth" of the subject is somewhat like a person trying to climb an irregularly shaped hill made of polished ice. The closer they get to the summit of the hill, the more their chance of sliding right back to where they started! One of my goals as a UFO propulsion specialist is to provide a route to that summit which, hopefully in our lifetimes, will allow some to reach the summit so that eventually all mankind will have the full truth on UFOs.

This does not, however, mean that there is an easy or quick route to ufological truth. Indeed, we may expect many false starts, wrong turns, and dead ends, but if we do not keep a strong faith that there is a materialistic solution to ufological phenomena, then we might as well quit right now in our just beginning attempts to understand UFOs and resign ourselves to the mere collection and categorizing of the numerous and various sightings for the rest of eternity. If, however, we use our faith in a materialistic solution (which means we must embrace the extraterrestrial hypothesis or ETH) as a pick ax and spiked boots, then, I believe, we can eventually reach the summit of ufological truth before the end of this century.

As the quality of life worldwide slowly continues to decay, it will slowly dawn on the human race that only new and unprecedented science and technology will allow the human race to survive and once again achieve a comfortable and meaningful level of existence. I feel that this absolutely necessary survival technology will only come from the just starting science of ufology. In short, I predict that ufology (particularly UFO propulsion) will eventually become the premier science of our planet. It may take a great deal of unhappy, unemployed, starving, and dying human beings before this occurs, but I consider this turn of events to be virtually guaranteed. At that time we ufologists, who have been the underdogs of the scientific world, can expect to finally receive some of the long overdue acknowledgement and status due us.

In my own research into the area of UFO propulsion, I have come to realize that, although complex, there is little involved in the construction and technology of these extra-terrestrial craft that we of earth could not duplicate now if only the most modest of financing was provided for the research involved! Now this statement may shock and unsettle some readers, but only those who have unfortunately accepted the presently popular mind sets of ufology that were previously mentioned. For those whose minds are still open to new insights in ufology, the reasons for this statement will soon be apparent.

I eventually realized that it was possible to explain all of the phenomena associated with the saucers if I made only three rather obvious assumptions: (1) the UFOs are solid, material vehicles that transport intelligent humanoid life-forms about our universe; (2) extraterrestrial technology includes the ability to make a UFO and its crew either completely or partially massless; and (3) once massless or nearly so, most UFOs in our atmosphere can ionize the air surrounding their hulls and then plasmadynamically force that plasma to rapidly flow around their hulls so that their virtually massless forms can move at thousands or tens of thousands of miles per hour through our atmosphere without experiencing aerodynamic drag. In space a completely or partially massless craft can travel at enormous hyper-light velocities using only low level thrusts and in this manner can reduce interstellar travel times to a matter of days.

The processes by which these assumptions were derived are too involved to go into great detail within the confines of this short article. However, I can say that they are based upon a careful, years long analysis of the credible UFO literature, the personal investigation of several very remarkable UFO cases, and much thinking about the structural and performance details reported by UFO witnesses.

For example, assumption 1 is wholly consistent with the fact that landed UFOs leave such things as landing gear imprints and scorch marks on the ground and that hovering UFOs occasionally break tree limbs and branches.

Assumption 2 is based on the evidence that UFOs have the ability to artificially produce an entirely new type of field effect. I call this the "anti-mass field" and have hypothesized that it functions by literally absorbing the mass-energies of the structures of a UFO and its crew and temporarily storing these as field energy in the anti-mass field itself. Depending on how much mass is absorbed, the craft and crew then become either completely or partially massless. They have then, in a sense, "degravitated" themselves and will no longer feel the pull of a nearby planet's gravity and have weight. Also, without mass, the craft and its crew become immune to the powerfully destructive inertial forces that would ordinarily arise during violent or erratic maneuvering if they possessed their normal masses.

To generate its necessary anti-mass field, it seems obvious that all UFOs, regardless of their size, must possess one or more devices to artificially produce this new field effect. In a previous article (see "The Anti-Mass Field Effect" by the author in the April/May 1982 issue of The SBI Report, Volume 4, Number 2, page 5) I explored the possible

internal construction of these devices which were termed "anti-mass field generators". We need only note here that it was hypothesized that these devices were shaped like giant tori (i.e., ring or doughnut shaped) that encircle the occupant sections of the larger UFOs. It was further hypothesized that these devices were constructed so as to force a magnetic field to move rapidly along its field lines at right angles to an electric field at the core of their tori. This action then produced the remarkable anti-mass field which expanded out beyond the surface of the anti-mass field generator to affect the masses of structures in the regions surrounding the device..

The fact that these devices exist and work as described seems confirmed by the numerous cases in which drivers have literally floated off of the seats of their automobiles as the larger UFOs have hovered in close proximity above them. What is happening in these cases is that the craft's powerful anti-mass field is actually penetrating the car's roof to absorb most of the driver's bodily mass and weight. Once weightless enough, the driver must hang onto his steering wheel to keep from floating about the interior of the car. Since none of these drivers has ever been injured by these bizarre "secondary" propulsion effects, we may safely conclude that prolonged exposure to anti-mass fields is not biologically hazardous.

Finally, let us very briefly touch on what led to the derivation of assumption 3.

In order to move about, it is not merely enough to become completely or partially massless. While it is true that adjusting the density of one's craft will allow it to either slowly rise or sink in a planet's atmosphere (or in its!) and be carried about by prevailing winds (or currents!), this by itself can not explain the high velocities and performance capabilities observed for UFOs. Some additional methods must be supplied to provide forces on the UFO's hull which can then move its massless form about rapidly. If the methods for this also greatly reduce aerodynamic (or hydrodynamic!) drag, then so much the better, for the craft will then be able to move even faster when operating in a planet's atmosphere (or under its seas!).

While some UFOs rely on conventional things like propellers, jet engines, and rocket thrusters for motion in a planet's atmosphere, these craft are in the distinct minority. Most UFOs observed in our atmosphere utilize what may be called the "plasmodynamic mode" of propulsion.

This method takes advantage of the fact that the UFO's anti-mass field only stores the craft and crew's mass-energies and not their kinetic energies (if it stored kinetic energy, then they would not be able to move!). As surrounding air molecules enter the region near a UFO's hull, they lose much of their mass and, to conserve kinetic energy, their orbital electrons must speed up dramatically. This velocity increase causes their charged electrons to generate enhanced magnetic fields that can interact with any externally supplied magnetic fields to force these electrons out of their air molecules to produce a rich plasma.

Thus, if a UFO causes magnetic fields to emanate from

its hull into the surrounding region of air, then this magnetic field will combine with the craft's anti-mass field to reduce the air surrounding the hull to a rich plasma. Since the energy conservation laws must not be violated, the energy for this ionization process will actually come from the thermal energy of the air molecules themselves and as the plasma forms it may experience a slight temperature drop. Once, however, the plasma leaves the vicinity of the UFO, it again deionizes and heats up.

At this point it is possible to force this plasma surrounding a UFO's hull to flow rapidly around that hull and to generate forces on the craft's massless form that will move it rapidly along. From the science of plasmadynamics it is known that if plasma particles (in this case negatively charged electrons and positively charged air molecules) are exposed to crossed or perpendicular magnetic and electric fields, then these particles will move rapidly at right angles to the planes defined by the crossed magnetic and electric fields.

It is just this process that plasmodynamically driven UFOs utilize. Aside from penetrating the air surrounding their hulls with an anti-mass fields, they also carry the necessary electrical equipment that can cause crossed magnetic and electric fields to penetrate and move this plasma parallel to the hull's surface. Thus, we can hypothesize that a plasmodynamically driven UFO's hull is underlaid with large, flat, conventional electromagnets that provide the magnetic fields that help induce the plasma and which when combined with the electric fields from large curved capacitor plates to also move the plasma about. In past articles I have referred to these pieces of equipment as "drive coils" and "capacitor ring/plates". The drive coils are energized by the low voltage current from fuel cells reacting hydrogen and oxygen gases and the capacitor ring/plates are charged by high voltage direct current generators that are also powered by the fuel cells.

The important thing about this propulsion system is that it allows a UFO's pilot to control the flow of the plasma (induced in the surrounding atmosphere by its own thermal energy) around his ship's hull. If the drive coils and capacitor ring/plates are properly arranged within the craft's hull and suitably energized and charged, then plasma can be made to flow from, say, the craft's "front" end, around its hull surfaces without touching them, and to then collect at the UFO's "rear" end. This produces a pressure differential on the hull that moves it rapidly along. Additionally, as the plasma is moved around the hull, forces (known as "Lorentz forces") are applied to it by the magnetic and electric fields of the drive coils and capacitor ring/plates. By reaction through their fields, these structures also feel a force that helps to push the UFO along.

With the proper control system, such a UFO's pilot can cause the surrounding plasma to flow in any direction with respect to his craft's hull and at a variety of speeds (this is primarily controlled by the intensity of the electric fields between the capacitor ring/plates). By rapidly charging and discharging various sets of capacitor ring/plates,

the virtually massless UFO may appear to jerk violently about as it moves through the sky. It may suddenly stop, then reverse its course. Or, it may execute sudden right angle turns. All of these maneuvers seem impossible...until we realize the technology being employed!

The only thing that usually allows nocturnal UFOs to be observed is the bright spectral glows they are enveloped in and these are easily rationalized in terms of the previously described propulsion system. As the plasma particles flow through the crossed magnetic and electric fields near the vehicle's hull, they execute an odd cycloidal motion that forces them to emit what is called "cyclotron radiation". The equation that describes the frequency of this radiation states that it is inversely proportional to the mass of the plasma particles that emit it. So, if the masses of the surrounding ionized air molecules and electrons pushed from them get low enough, they will emit light in the visible region of the electromagnetic spectrum. It is this light that surrounds almost all nocturnally observed UFOs with their eerie glows.

In the plasmadynamic mode of propulsion described above, we see that the high velocity of the UFO is due mainly to the thermal energy of the air it moves through and the craft only needs to supply relatively small amounts of power to maintain its anti-mass, magnetic, and electric fields. Thus, because of the very low energies involved, UFCs do not have to depend on anything like miniature fission or fusion reactors.

In space, if a plasmodynamically driven UFO is not carried by a larger mothership, it will have to expel mass (possibly by explosively reacting the hydrogen and oxygen gases that normally generate electricity in its fuel cells so that the water formed is expelled as an exhaust for thrust) in order to produce the needed thrust. Even with low thrusts, the virtually massless craft could rapidly accelerate past the velocity of light so as to reduce interstellar travel times to a matter of days! Using its anti-mass field to absorb most of its mass-energy, any kinetic energy it had or gained would be concentrated in the remaining minute amount of its unabsorbed mass. The saturated anti-mass field that this unabsorbed mass was in would prevent this mass from storing kinetic energy by increasing its mass as the light barrier was approached, so any increase in kinetic energy due to its thrusters would appear completely as an enormous increase in the craft's velocity. In this manner hyper-light velocities would be achieved that were tens, hundreds, thousands, and even tens of thousands of times the speed of light! The only upper limits on velocity would be due to the drag of interstellar and intergalactic gases.

In conclusion, I hope that the preceding article has taken some of the mystery out of UFOs for its readers. I also sincerely hope that it will convert as many readers as possible to the extraterrestrial hypothesis as I feel that this is the only approach that will prove fruitful as we try to extract the signal of UFO reality from the noise of those who pursue the subject for reasons only remotely associated with the objective description and understanding of the phenomenon.

If I am right so far concerning the nature of UFO propulsion, then the duplication of this remarkable technology should begin in the near future. Obviously the ability to reduce the mass and weight of formerly heavy objects would introduce enormous changes into earthly society. Aside from having our own personal UFOs for transportation about the solar system, we would have an almost immediate end to the so called "energy crisis". Practical mining of the asteroids and other planets and moons of our solar system would supply factories with all the raw materials they need for a mere fraction of current costs. These same factories, utilizing anti-mass fields, could carry out entire production processes in only minutes so as to boost productivity through the ceiling, lower consumer costs, and keep wages high.

With robotic production technology, every person on this planet could own their own saucer...perhaps for the current cost of a bicycle! How many lives might be saved if injured people could be saved if they could be flown to medical facilities anywhere in the world in minutes or if whole, fully equipped hospitals could be flown to them? People could instantly escape the ravages of nature, weather, and war by flying to some safe corner of our globe or hovering in the upper atmosphere until the bad situation subsided.

As far as feeding the human race is concerned, who knows what effects the anti-mass fields might have on the growing of plants and the harvesting of these plants as well as sources of protein from our planet's oceans. It would be possible to fly as much food as needed to any part of the earth's surface to maintain and nourish starving peoples. In short, once our mobility limitations are permanently overcome through the generation of anti-mass fields, our only real limits will be those imposed by our lack of imagination in applying the new technology!

At this moment our planet has reached a fork in its path of historical development. We may proceed down the branch that denies the reality of UFOs and leads to inevitable destruction, or we may proceed down the branch that accepts the physical reality of UFOs and will bring us to the dawn of a New Age that will turn our planet into a utopia where all human beings will have the dignity of total freedom and lives that are filled with meaning. The choice is yours.....I am confident you know what decision must be made.



Cambridge U.F.O. Research Group

The following close encounter report appeared in the Pennsylvania Centre for UFO Research, Volume 5, Number 1, January, 1983 publication.

On this page are two ads for publications, which I highly recommend subscribing to.

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(prices are per each issue) * *

The MAIN topics in this magazine is aimed at the younger generation of UFO buffs or Collectors. Hard to find material from the 50's and 60's, sometimes combined with the new with photos and illos. For posterity - Send Cheque or Money Order to: Armand A. Laprade - 12 Tirrell Street - Worcester, Mass. 01603 - U.S.A.

Our Field Investigators were on the scene 15 minutes after the object disappeared. Besides the aforementioned sighting, they also learned of other strange happenings in the area. These include strange objects falling from the sky onto the witness's lawn, a dozen dead sheep which appeared to be ritualistically mutilated, and other UFO sightings. We are in the process of analyzing soil samples from the property and will continue to study the other odd events. Any new information on this sighting will be published in a future issue of the RESEARCHER.

CLOSE ENCOUNTERS NEAR BRADFORD PENNSYLVANIA IN MCKEAN COUNTY

The following case is still under investigation. This brief précis was assembled from telephone conversations between our Field Investigator in the area and the editorial staff of our Journal. Therefore, the reader will notice it lacks some detail. Further pertinent data will be presented in a future issue.

A 24 year old McKean County resident was working on an oil well several miles north of Bradford near the New York State line at 11:30 pm on December 6, 1982 when he observed a strange object in the sky. It began to descend to an altitude of 150 feet and a distance of 2000 feet appearing to be a half circle of intense white light. The witness was sitting in his 4 wheel drive truck as the strange light moved towards him in a zig-zag fashion until it stopped within 60 feet of the vehicle at an altitude of 50 feet. At that time a 480 volt gas powered generator was operating in a shack several feet from the truck. The light appeared to be about 40 feet in diameter and 'part' of a larger object undiscernible due to its brightness.

The mysterious, silent hovering craft then emitted an intense beam of light downward onto the shack causing the generator to shut off. When the beam was retracted, the generator automatically started up again. The witness was quite frightened by this time and began driving away from the area with his lights off hoping this strange thing wouldn't follow him. The object, however, did follow by ascending to an altitude of approximately 2000 feet and moving ahead of the truck before hovering again. The witness stopped his vehicle and observed the craft again emit a beam of light towards the ground illuminating a large area below it. The beam appeared to sweep back and forth as if looking for something. Another light then glided into the left of the original object, and they signaled each other with beams of light. (Note similarity to the Avella, PA sightings reported in last winter's Newsletter). The new object then exited in the direction from which it came.

The original object approached the truck again and hovered at a low altitude. The witness could hear static coming from his radio

(which was not on at the time) and observed the antenna vibrating. His truck then began to shake from side to side, and could also detect an "electrical" or "crunching" type of sound.

The oil worker drove back to Bradford, picked up a friend as a witness, and returned to the sighting area. They saw the object at a distance. After getting out of the truck, they could hear the "crunching" sound as if something or someone very heavy was walking towards them. They then jumped into the truck and left the area permanently.

Two sightings occurred in nearby Potter County two days later on December 8th. At 7 pm three Genesee residents watched a multicolored object silently hovering near their home. At 7:20 pm a Coudersport man and his two children also observed a strange craft moving east to west over Route 6, making a U-turn over their head at an altitude of 500 feet. The witnesses likened the object to a sting ray with no tail and estimated it to be approximately 70 feet wide. It made a humming sound and had red and white lights which were so bright that they could make out no other details. It finally disappeared to the southwest.

A SIGHTING IN CLARION, PENNSYLVANIA

A number of separate Clarion residents, who were taking their children trick or treating on the evening of October 28, 1982, observed a strange object in the sky at 8 pm. At first it appeared to be a bright yellowish white light stationary in the ENE sky and about three times the size of a bright planet. The object then began gliding towards Clarion and two of the witnesses reported hearing an engine start up just before the unusual light began to move. The sound was described as a "low deep roar". As it passed overhead, they saw it was a boomerang or V-shaped craft with a definite outline.

The witnesses insisted the odd looking craft could not have been an airplane since it definitely did not have a tail. All of the observers saw a series of small lights around the object, but disagreed as to number and color which varied from seven to fifteen, and from yellow and white to red and bluish green. The craft finally disappeared to the north.

A UFO SUMMIT MEETING

A UFO Summit meeting of all organizations occurred on July 5, 1982 in Toronto, Canada. Our representative was Joan Jeffers, McKean County Field Investigator and Contributing Editor to the RESEARCHER.

UFOs

What Made This Couple Wait For Space Visitors?

GRAND MARAIS, Minn. (AP) — From Oct. 5 to Nov. 15, Gerald Flach and LaVerne Landis sat in the bucket seats of his 1979 Chevrolet Monza and waited; deep in the northern Minnesota wilderness, for visitors from outer space.

The autumn leaves, already faded past their prime, fell from the trees. Crisp days gave way to blowing snow and temperatures that sometimes dropped to 10 degrees below zero.

The visitors never came.

The couple might have waited longer — Flach later said his companion insisted "spirits" had reassured her a UFO would arrive — but after weeks without food and days without water, Mrs. Landis, 50, perished of starvation, dehydration and hypothermia.

Flach stumbled and crawled the quarter mile to the main road and was found by a passing construction contractor.

"She was in contact with them (the spirits) just about every night," Flach told Deputy Frank Redfield of the Cook County sheriff's office after his rescue. "They kept telling us they would be picking us up. It never happened. Every time it never happened."

What drove them to abandon their families and roam through the Northern Plains for six months, searching for unidentified flying objects, then maintain a six-week vigil without food, heat or adequate clothing?

What part in the expedition to Loon Lake was played by a spiritual group called Search and Prove, to which Flach and Mrs. Landis belonged?

Flach, who may hold the answers, has been hospitalized for psychiatric treatment and reporters' telephone messages asking for an interview have gone unanswered.

Part of their story is now known from interviews with sheriff's deputies who talked to Flach, people who saw Flach and Mrs. Landis at the remote lake and with sources close to the family who asked not to be identified.

Friends and relatives described Mrs. Landis, a registered nurse who worked at St. Joseph's Hospital in St. Paul, Minn., as always seeking to learn more about people. She once commented that much was known about the body, "but we know so little about the mind," according to a friend.

People said she was extremely stable, a person who, "if you were down, would always say look at the bright side." They also said she had a long-standing interest in psychic phenomena that approached obsession after her husband died in 1975.

In 1978, she joined Search and Prove, which had advertised workshops on astral projection and psychic development. There she met Flach, 39, a founding member of the group. Flach's interest in UFOs preceded his involvement with Search and Prove, but had not appeared excessive, friends said.

Search and Prove members believe in contacting spirits through meditation and astral projection, the phenomenon in which a person's spirit is thought to leave the body to function independently. A spirit named Mora purportedly spoke in a rasping voice "through" group leader Jerry Gross, advising members on lifestyle and the seven astral planes of existence.

Early this year, Flach and Mrs. Landis attended a psychic convention in California. After that, they began taking trips, often for several days at a stretch and usually neglecting to tell their families of their whereabouts.

On May 17, they disappeared. Flach's wife of 14½ years, Diane, traced her husband through a credit card bill to a motel. Friends said he refused his wife's request to come home.

Mrs. Flach filed for divorce; her husband was still missing when the petition was granted Oct. 25. She has refused to talk to reporters.

One of Mrs. Landis' five daughters telephoned Gross a month after her mother disappeared. Family sources said the daughter told Gross she would file a missing person report with the police if her mother did not contact her. Mrs. Landis called within hours, the sources said.

Gross was the contact again five months later when he bore the news that Mrs. Landis was dead and Flach was in a Grand Marais hospital. Nevertheless, Gross has denied any connection between Search and Prove and the couple's trek to the north.

During the six months from May to Nov. 15, Flach told Redfield, he and Mrs. Landis drove through Minnesota, Wisconsin and North Dakota, always seeking contact with spirits and unidentified flying objects.

"We made contact out in the central Dakotas and they guided us into the Gunflint Trail for a pickup," Flach said in a statement made to Redfield.

The Gunflint Trail is State Route 12, a narrow, winding highway that stretches 50 miles into the wilderness toward Canada from Grand Marais. They reached the road on Oct. 5, settling at a secluded spot near a boat landing.

They parked in a small, circular lot surrounded by tall pines, balsam, spruce, birch and aspen. Flach backed the car up against the south side of a hill and waited.

Deputy Kenneth Carlson, who interviewed Flach in the hospital, said Flach told him he and Mrs. Landis were "supposed to be picked up by a flying saucer ... and get a transaction of some money ... and make payments at Search and Prove and then get back with their families."

In the same interview, Flach said they expected the spirits to give them powers to heal the sick and money to pay off loans for the Search and Prove Study Center in Afton, Minn.

The couple got their water from the lake — until it froze. They had brought some food with them, Flach said, but for three weeks had nothing but vitamins to eat. He said the spirits had told them they didn't need any food.

The only person known to have talked with them at length was Patrick O'Leary, a U.S. Forest Service technician.

O'Leary and an assistant stopped at the car Oct. 13. "I asked him if they had any problems," O'Leary said. "He said, 'No. There's no problem. We're OK. Everything's fine.' Then I looked at her and said, 'Are you OK?' She said, 'Yeah, we're fine, just fine, everything's OK.'

"She said that several different times and then he started on this spiel about how they were doing this study on hypothermia and car survival. He said he was working on a college thesis."

O'Leary said Flach told him they would sit in the car to observe the effects of cold weather on themselves for three to five days and then go into town to get food and clean up. In another interview, however, Flach said he and Mrs. Landis remained beside the lake.

"They looked a little rough then, but no more than a person coming off a canoe trip or anything like that," O'Leary said.

Flach told deputies Mrs. Landis started to talk irrationally the night of Nov. 14. He suggested he go for help. He described their last conversation in the official statement:

"She said, 'We've got to stay here. They're going to be in. I know it, I can feel it, they're almost here.'"

"I said, 'We better get going. I can still crawl out if I have to.' She said, 'No. They'll be here, they'll be here.'"

The next morning, Mrs. Landis had stopped talking. Flach could not get a response. It was time to go for help.

Russ Heardone

Will MORA please come forward and report on which astral plane Mrs. Landis is in (on), thru her earthly contact, the esteemed Mr. Gross?

ASTRONOMY REVIEWS

AUGUST /82

Are We Alone?

Robert T. Rood and James S. Trefil
262 pages, hardcover, \$14.95
Charles Scribner's Sons (1981)

Three schools of thought dominate contemporary discussions of extraterrestrial life. The first holds that the number of intelligent, communicating civilizations in our Galaxy reaches into the millions. The second is a bit more conservative — estimating "only" a few hundred thousand. The third and most pessimistic group claims the evolution of life in the Galaxy is so rare that the number of civilizations capable of communicating with us is fewer than ten.

Most people who have an opinion about the matter of extraterrestrial intelligence (ETI), belong to the first group. Carl Sagan, through his books and TV program, *Cosmos*, has encouraged such optimism in the last decade. Despite this, attitudes appear to be shifting to favor the pessimists — largely because we are beginning to suspect that the conditions for intelligent life to develop and prosper may be rare.

Much of *Are We Alone?* is devoted to interpreting what is commonly referred to as Drake's equation — usually written:

$$N = Rfpnefif_cL$$

The formula attempts to derive a value (N) for how many advanced communicating civilizations might exist in our Galaxy.

The equation looks impressive — until you realize how poorly known most of its constituent terms are. But having nothing else to work with, the authors adopt it as the best approach for learning about civilizations in our Galaxy. They spend about half the book describing each term in the equation individually and assigning values according to the three schools of thought.

In detailed discussions of each term in the equation, readers discover just how enormous the problems are for assigning even a vaguely reasonable value for each. For instance, although the rate of formation of stars (R) in the Galaxy is prodigious — approximately one star every 20 years, according to the authors' "conservative" estimate — the rate for stars like our Sun is far lower. And these G stars, the authors carefully point out, are the most likely to harbor life as we know it.

Probabilities steadily dwindle and uncertainties increase as we move to the right in the equation. The formation of planets (fp), another necessity for life to develop, presents still larger problems. We see stellar incubators all over the night sky, but how many of these infant stars will develop planets?

Rood and Trefil support the idea that a supernova could scatter the nebula with certain types of heavy atoms that we see on Earth, and the shock wave could induce contraction needed to accrete planets.

The new solar system would need at least one planet neither too hot, like Venus, nor too cold, like Mars (ne). The new planet must also possess enough material to produce an atmosphere neither too thick nor too thin.

The first three terms in the equation are difficult enough, but the last four are nearly hopeless. How can we determine the frequency of life (f_f) developing on a newly formed planet if the only model we have is Earth itself.

Last in the Drake equation are the three interrelated terms most difficult to assess. We have no guarantees that the organic molecules just described will form intelligent life (f_c). A certain degree of intelligence could develop and die out as the dinosaurs did. We can't even say if our intelligence is desirable from the natural selection point of view. We've learned how to

extinguish ourselves with bombs, while ants, sharks, and ferns have done very well for many millions of years.

And other questions intrude: if intelligent beings did prosper, would they necessarily try to communicate (f_c)? Would they even reach the point of developing an advanced scientific community, a natural prerequisite to communication itself? And how long would they attempt interstellar communication before calling it hopeless (L)? After all this, it's easy to see how easy it is for pessimists to harbor doubts about extraterrestrial intelligence.

Most of the facts and arguments relating to how life can and cannot develop are presented in the first half of *Are We Alone?* The authors use the second half of the book to defend their views and present a plan of attack on the problem of SETI.

After the authors admit their biases and explain why they think G-type stars are needed to develop life and why that life should exist on planets and be composed of carbon-based organic molecules, they deal with the other variables. Subsequent chapters cover the nature of electromagnetic radiation, how a concentrated and organized effort to communicate may take place on Earth or on other planets in the Galaxy, how an ETI might detect life on our planet, and what our chances for survival are on an Earth faced with pollution, burgeoning population, and political strife.

Are We Alone? concludes with a look at our efforts at colonizing space, and space travel. Sooner or later, the authors suggest, Earth's resources will be depleted, pollution will ruin much of our planet, and overpopulation could finally force mankind to look for a new home in space.

The authors contend that these are evolutionary problems faced by all advanced civilizations, and if we locate another advanced life form, we'll

discover that the same problems forced them to expand outward from their home planet.

Finally, after all this postulating, the authors don't commit themselves — they leave the question up to their readers.

Are We Alone? raises more questions than it answers and will probably disturb those readers who like pat answers. But the questions they raise are very interesting, and this book ought to provoke lively debates on ETI for many years to come. Dan Koehler.

Extraterrestrials: Where are They?

Michael H. Hart and Ben Zuckerman, eds
182 pages, softcover, \$9.50
Pergamon Press (1982)

In the past two decades, the mass media's melange of UFO sightings, advancements in astronomy, numerous space launchings, and an increasing number of space-oriented books and movies have helped foster the belief that life in the universe is not unique to Earth.

But this notion may be changing. In the latter part of 1979, a conference at the University of Maryland titled "Where are They? A Symposium on the Implications of Our Failure to Observe Extraterrestrials" investigated the question. During this two-day gathering, 29 participants presented papers which tended to refute or question the existence of extraterrestrial life.

Extraterrestrials: Where Are They? reprints 17 of these papers, and although the contributions range from technical to semi-popular, anyone interested in the subject ought to examine the book carefully.

The subjects discussed are diverse and include terraforming, the origin of life on the Earth, UFO lore, and interstellar propulsion systems. The credentials of many of the authors are impressive, and most of the papers include references for further reading. Additionally, since the symposium was tape-recorded, several papers conclude with transcripts of discussions that followed the oral presentation.

Many authors deal with the question of the propagation of life in the universe. Simple calculations show that, at moderate speeds of space travel, if the human race could scatter to the center of the Galaxy in less than the 3.5 billion years it has taken to produce mankind, it should find abundant evidence of older civilizations. This hinges critically on the assumption that life elsewhere disperses in a way similar to that on Earth.

The problem of time crops up often:

one paper suggests that as we attempt to intercept radio signals from alien lifeforms, the travel time of the signal might be longer than the lifetime of the civilization that sent it. In a limited sense, this has happened with Earth's ancient civilizations. They no longer exist, but their "signals" — writings, monuments, artifacts — now propagate through time long after their makers are dust.

Anyone who speculates about extraterrestrial life is caught in a double-bind. If hypotheses assume that extraterrestrial life will resemble that found on Earth, they may be far too limited. Yet if we assume that such life need not parallel our own, the possibilities become infinite. Because of this endless diversity, the book hints that we should be searching for life in liquid ammonia, in mixtures of hydrocarbons, in extremely high-temperature milieus, in stars, in solid hydrogen, even in ordered patterns similar to the lobes of energy that flank some radio galaxies.

The book closes with the admonition that we are made of star-stuff and are continually creating humanity from the originally lifeless material of the universe. As we reproduce and grow, we may indeed find that we are unique in the cosmos — and are on the road to some sort of grand destiny?

We have so few hard facts to work with, we are tempted to follow philosophical predilections alone in discussing extraterrestrial intelligence. But why not? As the cynic once said, all we're doing is swapping ignorance. Because we lack a decisive test for theories, the same evidence can be used to support mutually opposing views. The great flaw in *Extraterrestrials* is its overall tone: while suggesting that belief in extraterrestrials is built on a rather flimsy structure, it supports its argument with reasoning no more solid! As Walt Kelly's Pogo said, "We are alone or we aren't — either way it's a mighty soberin' thought." Gail O. Clark.

The Astronomy of Birr Castle

Patrick Moore
83 pages, paperback, no price given
Tribune Printing & Publishing (1981)

Birr, County Offaly, Ireland, was once the location of the world's largest telescope — a 72-inch diameter speculum-metal Newtonian reflector completed in 1845 by William Parsons, third Earl of Rosse. Through this Leviathan scope, astronomers first saw a galaxy — M-51, the Whirlpool — as a shining spiral instead of a soft blur of light. Despite relatively poor observing conditions in central Ireland, the instrument made many contributions to astronomy before it

was retired in 1908.

Moore's book recounts the history of the Birr Castle telescopes — the 72-inch was the largest of several — and provides a biography of the third and fourth Earls who made and used these giants.

Be Stars

M. Jaschek and H.-G. Groth, eds.
523 pages, paperback, \$65
D. Reidel (1982)

Class B stars whose spectra show lines of emission, often coupled with evidence of variability, are called Be stars. This volume contains the papers delivered at an I.A.U. symposium in April 1981.

Extragalactic Radio Sources

D. S. Heeschen and C. M. Wade, eds.
490 pages, paperback, \$60
D. Reidel (1982)

The extragalactic radio sources of the title are many and varied. QSOs, radio and Seyfert galaxies — even SS 433 and BL Lacertae objects — are included in this collection of nearly 150 papers given at an I.A.U. symposium in August 1981.

Megalithic Science

Douglas C. Heggie
256 pages, hardcover, \$27.50
Thames and Hudson (1981)

Subtitled "ancient mathematics and astronomy in north-west Europe," Heggie's book analyzes possible uses of ancient standing-stone circles and structures — including Stonehenge. The treatment is thorough and comprehensible.

Regions of Recent Star Formation

R. S. Roger and P. E. Dwekney, eds.
496 pages, hardcover, \$59.50
D. Reidel (1982)

This volume presents the papers given in June 1981 at a conference on the dynamics and photochemistry of neutral clouds near H II regions. It contains 63 papers.

Extragalactic Adventure

Jean Heidmann
174 pages, paperback, \$9.95;
hardcover, \$19.95
Cambridge University Press (1982)

Subtitled "our strange universe," Heidmann's book is for the general reader. In it, the author — an astronomer at the Paris Observatory — recounts the history of the universe and forecasts its future.

Canadian Flying Saucer Now Gathers Dust in U.S.

By WILLIAM C. HARRISON
MOFFETT FIELD, Calif.
(AP)—Wonder what ever happened to that flying saucer a Canadian firm built for the United States?

"An interesting curiosity now," it squats almost forgotten under a dusty plastic cover in a hangar of the National Aeronautics and Space Administration's Ames research center at Moffett Field.

Test pilot Fred J. Drinkwater III, 36, who's also a research engineer, hastens to defend the saucer, however.

TOO MUCH NEEDED

"All the new flying concepts are cans of worms at the early stage," he says. "Tests showed the saucer would have taken too much more development effort. Other concepts proved more promising."

The saucer flew fine—to an altitude of 2½ to three feet. Any higher, it was "stability limited," which means the pilot couldn't control it. No further flight tests are planned, says Seth B. Anderson, chief of Ames' flight and systems simulation branch.

The top-secret Avrocar, built by A. V. Roe (Canada) Limited for the U.S. Army, left Toronto Nov. 21, 1959, in a large crate aboard a tug that took it as far as New York City.

The vertical takeoff vehicle was believed to have a much higher speed than most air-land devices under development which operate on a cushion of air. The project, initiated by Avro, was taken over by the U.S. government in 1954 after the Canadian government withdrew support.

GET DEVELOPED

Other unconventional aircraft for vertical takeoff and landing or steep takeoff and landing have shown exciting potential. The vectored thrust principle of one, the Bell X-144 at Ames, has developed into a jet strike fighter for NATO countries. It's the sleek P-1127 being turned out by Hawker Aircraft Limited, England.

The plane, by directing its thrust down from its center of gravity, can rise vertically from a ship or field, then streak forward at nine-tenths the speed of sound. It can hover and land vertically.

The twin-engine X-14A is undergoing more tests and refinements at Ames, for interest runs high in aircraft which don't require long runways and big airports.

Another unconventional aircraft undergoing test at Ames

is the Ryan VZ-3RY (vertical plane) with large wing flaps to deflect propeller slipstream for vertical takeoff, hovering and landing. The plane hasn't taken off vertically yet but in tests zooms steeply away with half flaps from a run of only 38 feet, a little more than its length.

It employs a single gas turbine engine driving counter-rotating propellers on each wing. The engine is located in the centre of the fuselage. The plane has been flown at zero airspeed but has not hovered close to the ground, where turbulence it generates poses a problem.

Exhaust gases from its engine provide pilot control at slow speed.

A one-man, strap-on helicopter called the Rotorcycle, designed for rescue dropping behind enemy lines, has been flown but never brought to an operational stage. It uses a 40-horsepower engine to turn an 18-foot rotor above the occupant's head.

Flying Saucer?

Photo Taken of Vehicle Believed To Be Vertical Lift Aircraft

TORONTO (AP) — Canadians had a look today at a picture (above) of what appears to be the new wingless, vertical lift aircraft being developed by the A. V. Roe Co., aviation manufacturers, for the U.S. Army.

Pictures were taken by a photographer flying over the Roe plant here. The device appears to be 30 or 40 feet in diameter and resembles some conceptions of a flying saucer.

ROE OFFICIALS declined to comment on the authenticity of the pictures after they were taken and televised by the Canadian Broadcasting Corp., a government-controlled network.

Sir Roy Dobson, chairman of the Roe company, told his annual meeting this week the machine "is in an advanced stage of testing." He said one or two problems remained before it could be put in free flight.

It has been hovering with tethers on it for some time now and the time is not far away when it will be hovering free," he added.

He calls it the Avrocar.

The pictures, taken by Jack Judges, a free lance photographer, show the disc-shaped vehicle with what appears to be a driver's seat in the center. It is attached by cable to a generator machine or similar device.

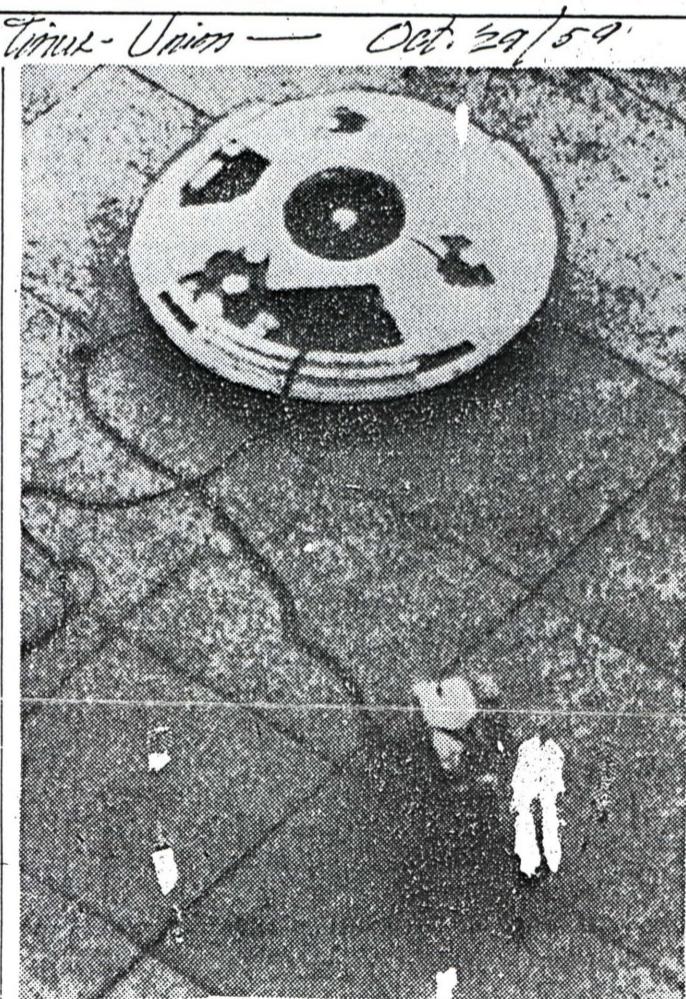
Development of the aircraft was taken over by the U.S. Army in 1954, the Canadian Press says, after the Canadian government withdrew support.

In Washington neither the Defense Department nor the Army would comment on the picture.

Several types of vertical takeoff and hover aircraft vehicles have been developed in recent years, but the Defense Department has said the Canadian project is expected "to have higher performance than other types employing" use of air to buoy up the craft, permit it to hover almost motionless above the ground and also to move by changing the pitch of vents carrying compressed air.

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Rochester, N.Y., Thu



VTOL Commuter

Over the past twenty years we have carried on a research and development program to create tomorrow's commuter aircraft. Recent technical breakthroughs mean tomorrow's aircraft is airborne.

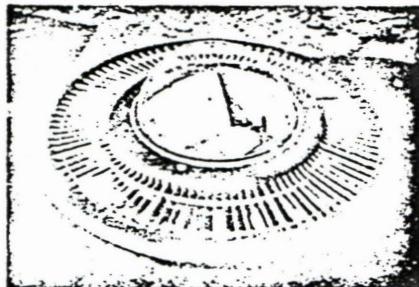
Fundamental aerodynamic research carried out at McGill University in Canada and the University of California led to the construction of two piloted vertical take-off research aircraft.



XM-2 Prototype, 1967

The successful flights of these test vehicles — together with wind tunnel tests, computer

aided studies, and test data — led to the creation of a compact but fast commuter vehicle.



XM-3 Prototype, 1969

This revolutionary aircraft, called the XM-4, uses unique powerplant and airframe technology together with recently patented control, stabilization, and propulsion systems.

Most importantly, the XM-4 is the first low-cost, safe, and easy-to-fly VTOL aircraft that can hover or take off and land vertically on land or water.

With its protected propulsion

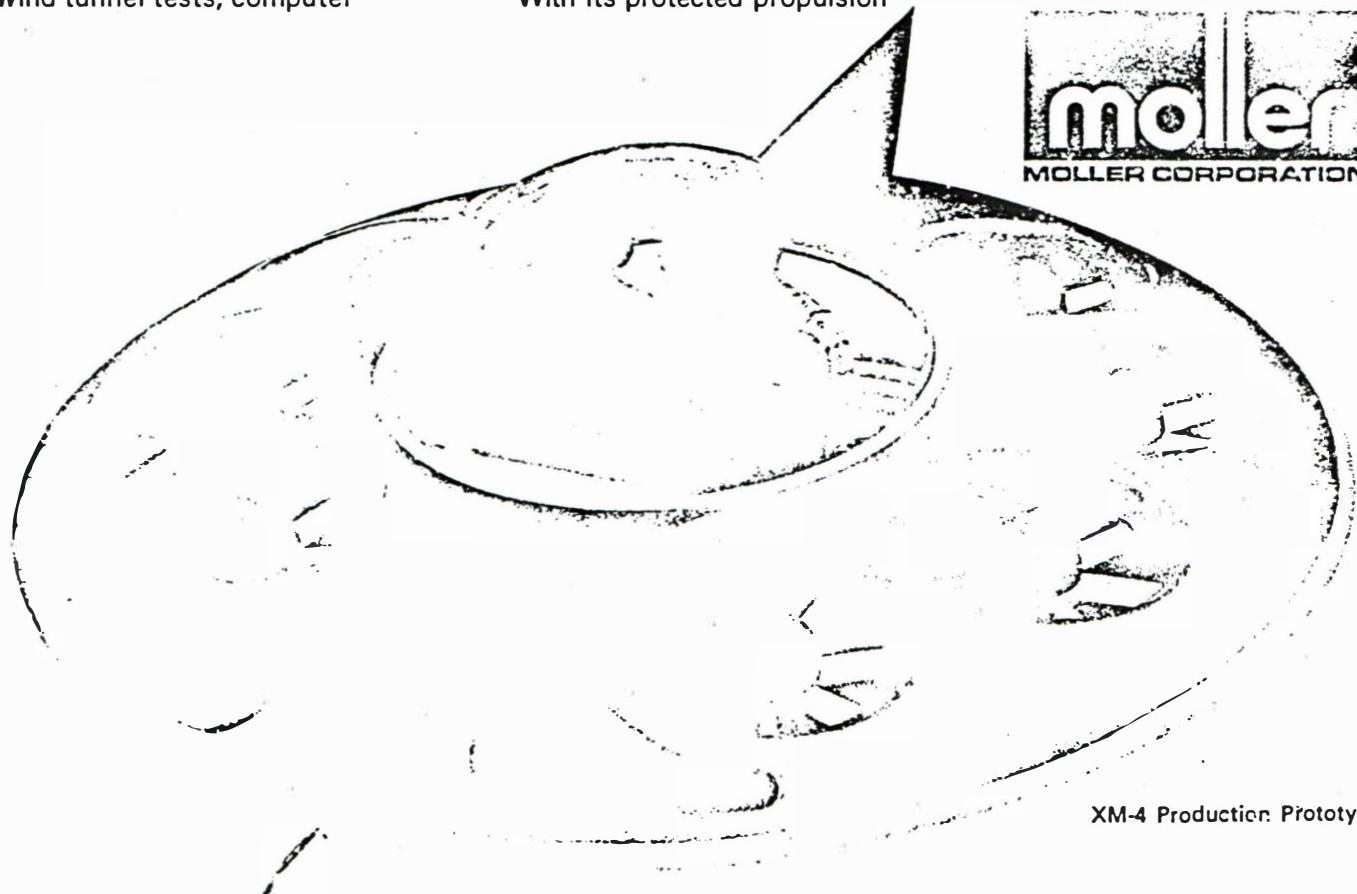
system, a backyard or garage roof becomes a landing site.

The two-passenger XM-4 is now in flight test as it moves toward production in our new 34,000 ft² facility.

XM-4 SPECIFICATIONS

Cruise Speed	165 M.P.H.
Top Speed	200 M.P.H.
Rate of Climb	2,375 F.P.M.
Hover Ceiling	5,000 ft. (O.G.E.)
Absolute Ceiling	15,500 ft.
Range	340 miles
Payload	425 lbs.
Gross Weight	1,100 lbs.
Diameter	9'3"

Parties wishing to participate in the marketing of the XM-4 should contact Dr. P. S. Moller, President, Moller Corporation, 1222 Research Park Drive, Davis, CA 95616. For a product information package, including a color print of the XM-4 in flight, send \$6.50 to the above address.



XM-4 Production Prototype

BOOK REVIEW

UFO Crash/Retrievals: Amassing the Evidence: Status Report III, by Leonard H. Stringfield (Cincinnati, Ohio: June 1982), 53 p.

If and when the existence of crashed and retrieved spacecraft ever becomes an accepted scientific fact, much of the credit for blasting this out of the solid rock of government secrecy will have to go to Len Stringfield. His tireless efforts to unearth and track down scores of vague leads to witnesses to various events in this highly puzzling matter are detailed (to the extent that his pledges of confidentiality will permit) in his latest publication.

To the average man or woman, almost any detailed report of UFO activity will appear very strange, while to the veteran UFO student, most have a loud ring of familiarity. But it would be hard to imagine even the most jaded of UFO specialists failing to gasp at some of the reports in this latest Stringfield monograph.

While the reliability of most of the anecdotes is certainly open to question, their strangeness ratings threaten to break through the roof: 12 first-person reports, 15 second-hand reports, and another dozen that could hold some water, but for one reason or another must be given a lower rating.

In addition, there is material

covering alleged highly secret government operations, publications, and inside informants which, due to their obviously sensitive nature, can only be hinted at. Two pages are devoted to an analysis of reported physical characteristics, and one to a bibliography of appropriate reading materials for the devotee of crash/retrieval stories.

This booklet is the third step in Len's publication program which began with a condensed version of a talk he gave at the 1978 MUFON Symposium, in Dayton, Ohio, which was published in the July and August, 1978, issues of the *MUFON UFO Journal*. The second step was his 37-page *UFO Crash/Retrieval Syndrome. Status Report II: New Sources, New Data*, published in 1980 by MUFON.

Clearly, he means this third report to be just one more collection of information, leads, and rumors, rather than a completed work. The organization resembles that of original source material, more than a smooth, logical narrative. And it is full of initials in place of names, one result of his almost annoyingly consistent dedication to preserving the anonymity of his touchy sources.

But his aim is to learn more, rather than to trumpet that which he has already learned. Len is clearly more aware than even the reader, that his material consists of little more than indistinct pieces of a puzzle whose over-all dimensions remain a total

mystery. If you want "answers," read the *National Enquirer*! If you want an honest view of the situation, then by all means plow through Stringfield's often disconnected collection of fascinating bits of information.

Not only does the reader learn much of what Stringfield has learned, but he also experiences the plodding leg-work and the frustration of one who has taken upon himself a monumental task. As yet, not a single one of his many sources has developed to the point of public usefulness. But one gets a feeling, after re-reading the first two status reports, that progress is definitely being made.

As literature — even UFO literature — this is not one of the most imposing tomes ever written. As a coherent account of the mysterious crash/retrieval story, it leaves a lot to be desired. But as a collection of information about what could yet become the most exciting and important aspect of the entire UFO mystery, it is far beyond anything previously done by anyone. — Don Berliner

(Ed. Note: The book may be ordered directly from the author at 4412 Grove Ave., Cincinnati, OH 45227. Basic price \$10. U.S. & Canada: Add \$1.00 postage and handling. Overseas: Add \$1.50 for surface mail, \$5.50 for air mail. Checks drawn on U.S. banks or International Money Order.)

CREDIT FOR THIS PAGE

GOES TO "MUFON UFO JOURNAL"

NOVEMBER, 1982, NUMBER 177

DAILY EXPRESS, London, England
Sept. 25, 1982

Riddle of UFO at the palace

By ROY CARSON In Stockholm

OFFICIALS are refusing to comment on reports of a flying saucer landing on the lawns at Stockholm's royal palace.

A "reliable" national service guardsman spotted the brilliantly lit UFO when he was on duty late one evening.

He reported it to his commander but King Carl Gustaf and Queen Silvia who were in the palace at the time were not told until much later.

Guardsman Per Troell said: "There was a tall fin. There could have been windows, I'm not certain. There were no wings . . . and no noise."

"Immediately it landed. It rose and flew away again. I didn't know what to do. I thought everyone would laugh at me."

CRASHED-SAUCE UPDATE

STORIES OF UFO crashes in the southwestern desert go back to the earliest days of the flying saucer age. Almost without exception the reports can be traced to hoaxes, mistakes or unverifiable rumors. The one exception is a puzzling incident that occurred near Corona, N. Mex., in early July 1947, when rancher Mac Brazel discovered the wreckage of some sort of aerial vehicle on his property. The army air force removed all the material and flew it down to Carswell Army Air Base in Fort Worth, Tex. There reporters were told it was not from a flying saucer, as first thought, but from a weather device. The matter was quickly forgotten — except, as it turns out, by those who participated in the episode and who knew the material was a great deal more interesting than the authorities wanted the rest of the world to know.

This last fact came to light three decades later through an extensive investigation conducted by ufologists William Moore and Stanton Friedman, who interviewed many of the surviving witnesses as well as newspaper reporters and military officers who were close to the initial investigation.

Moore and Friedman found that the weather-device explanation was a cover story concocted by Brig. Gen. Roger M. Ramey, Commander of the Eighth Air Force, to discourage reporters from pursuing the matter. Soon afterwards the material was flown secretly to Wright Field in Dayton, Ohio, and nothing has been heard of it since.

The information Moore and Friedman uncovered was eventually incorporated into a sensational and ill-conceived book, *The Roswell Incident*, which Moore coauthored with Charles (The Bermuda Triangle) Berlitz (see my review in February 1981 FATE). The book was top-heavy with the sort of wild speculations and tall tales that persons familiar with Berlitz's works have come to expect. Many readers understandably overlooked the more substantive material on the Corona incident. I probably would have done the same had I not known Moore and Friedman personally and had the opportunity to examine some of their extensive documentation on the incident.

Moore has now released a sober treatment of the case, *The "Roswell" Investigation: Update and Conclusions* (Aerial Phenomena Research Organization, 3910 E. Kleindale Rd., Tucson, Ariz. 85712, 1981, 28 pages, \$3.50, paperback). It's must reading for anyone interested in UFOs. If there is such a thing as a crashed saucer, this is it. I remain a nonbeliever but Moore, a top-notch investigator who deserves a medal for his tireless pursuit of witnesses and documents, may yet succeed in changing my mind. There is certainly no question that something crashed near Corona and that it has never been satisfactorily explained.

Some time ago *Discover* magazine sneered that Moore's case was based on "a series of second-, third- and even fourth-hand accounts" and it asserted he had quoted "eyewitnesses who are usually nameless or long since dead." In reality Moore has 24 firsthand accounts and has published all but two of the informants' names; only one of the 46 peripheral individuals he has interviewed has asked to remain

anonymous. Thirteen key witnesses are dead (hardly surprising since the incident took place 35 years ago) and Moore has witheld the names of only two of these.

From his network of informants Moore has reconstructed a fascinating story. In broad outline it involves the crash of an unknown object and the subsequent recovery (by military men from nearby Roswell Field) of large quantities of a foil-like substance resembling "metal with plastic properties." The material, different from anything any of the participants have seen before or since, had (in the words of the Roswell intelligence officer who directed the recovery) "some sort of hieroglyphics . . . that nobody could decipher" on it. Witnesses and military personnel were warned not to contradict the official "explanation" which sought to refute the speculation that the object was a UFO.

This much is certain. Less convincing, Moore himself admits, is his attempt to link the Corona event with an alleged crash that occurred about the same time 150 miles west of Corona. The second event introduces the familiar folktale motif of humanoid bodies. The evidence here is circumstantial at best, although undeniably interesting. Fortunately Moore's report recognizes the difference between a verified fact and an unproven assertion; his and Berlitz's book maddeningly confused the two.

In his closing paragraph Moore writes that while "the case for the reality of a crashed UFO is as yet unproven . . . the evidence presented here is highly suggestive." It certainly is. Meanwhile Moore's investigation continues.

UFOs AND COMMON SENSE

IF UFOLOGY in the United States is suffering from declining public interest and a general sense of frustration and despair among UFO researchers, ufology in Great Britain seems in fine spirits. In June 1981 British ufologists, Forteans and psychical researchers joined forces to form the Association for the Scientific Study of Anomalous Phenomena (11 Benbow Close, Shoreham-by-Sea, West Sussex BN4 5RY, England).

ASSAP has generated a great deal of enthusiasm in the United Kingdom but its precise role seems a little unclear to those of us on this side of the Atlantic. It exists, we are told, not "to replace existing groups or even destroy their autonomy; rather, it is to give them encouragement and support in their activities" — whatever that means.

Although ASSAP apparently will not publish anything more than an occasional newsletter, it "will expect its

members to adopt a scientific approach at all times." This means, I gather from what I have read of the group's public statements, that it wants anomaly researchers to be critical-minded and cautious and to conduct themselves as neither true believers nor true disbelievers.

That is a commendable objective and this approach is reflected in the pages of a new English Fortean magazine, *Common Ground*, published quarterly by Kevin and Sue McClure (14 Northfold Rd., Knighton, Leicester); a subscription to the journal costs \$15.00. *Common Ground* is full of common sense, solid reporting, healthy skepticism and good humor.

The UFO field in Britain has suffered in recent years not only from the usual ufological occupational hazards (such as uncritical acceptance of the extraterrestrial hypothesis) but also from an obsession in some quarters with exotic pseudopsychological "explanations" of UFO phenomena.

I confess to being one of those responsible for burdening ufology with the latter. Seven years ago I coauthored a book (now mercifully out of print) that argued that the UFO phenomenon "is primarily subjective and its content primarily symbolic." The UFO image, I wrote, is formed in the collective unconscious as a representation of man's uncertainties in a troubled age and its function is to influence and direct human behavior. Jacques Vallee, whose writings have helped shape the "new ufology," contends, as I had, that UFO events have had significant impact on the human race, remarking, "UFOs are extremely important to contemporary civilization."

"If Vallee believes that statement to be true," Kevin McClure says in the second issue (August 1981) of *Common Ground*, "then he is deluded." McClure makes this observation in the course of a welcome (although less than definitive) critique of the new ufology, which is all but dead in the United States but which persists as an influential strain of UFO speculation in Britain "especially in the pages of the

journal *Magonia* (published by John Rimmer, 64 Alric Ave., New Malden, Surrey KT3 4JW, England) and most articulately in the writings of Peter Rogerson).

Not only does the new ufology make UFOs something they clearly are not (a matter of deep concern to humanity, which for the most part "really couldn't care less about the subject," in McClure's words), but it also draws on theories of social and psychological behavior that simply do not exist and that in any case are absolutely untestable — a point McClure might have made but doesn't.

McClure does remark, however, on the utter paucity of evidence to support the belief that UFOs, whether visionary, extraterrestrial or extradimensional in character, are affecting human consciousness in any significant fashion. "It is natural that we (ufologists) should wish to feel that what we do matters," he writes, but our obsession with the subject has caused some of us to read more into the UFO phenomenon than is really there. In fact all that is really there is a so-far-impenetrable mystery.

"It is difficult to accept mysteries, to keep on logging, investigating, and writing-up," McClure concludes. "There is no guarantee that we will ever be able to draw firm conclusions or have the satisfaction of finding answers to these mysteries. But the clear alternative, from abundant past and present experience, is to theorize to meet our own psychological and emotional needs, without sound reason."

McClure's attitude is shared by other *Common Ground* contributors who continually emphasize the ambiguities of the evidence and the tentative nature of our knowledge (such as it is) of the paranormal. The journal's tone is refreshingly intelligent and undogmatic. I wish *Common Ground* a long life.

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CLOSE ENCOUNTER IN CORAOPCLIS

This particular UFO incident is interesting in that it continues our recent spate of reports of unusual triangular-shaped objects in the Western Pennsylvania skies. This sighting of twelve to fifteen craft (6-82 case #) is also very similar to those reported in the Regent Square section of Pittsburgh on November 8, 1981. An article on the latter sighting appeared in the Volume 4 Number 1 issue of the RESEARCHER.

On Wednesday March 10 1982 at 6:30 pm two boys, aged 19 and 17, decided to trudge up the $\frac{1}{2}$ mile Maple Street Hill to the Cornell Educational Center. This large, nearly square-shaped building houses school grades 1 through 12 for the children of Coraopolis and Neville Island. It sits on a hill facing a wide wooded valley called Wildcat Hollow on one side and Maple Street on the other side. The boys sat in a picnic area near the west corner of the building for several minutes before walking northeasterly along the wide oval drive that circumscribes the Center. The older boy glanced at the clock within the dimly illuminated building and noticed that it was seven pm.

As they arrived at the parking lot in the rear of the building, both youths observed a bright craft rise quickly from Wildcat Hollow to the NE, glide southwesterly over several

oak trees, and hover directly overhead at an altitude of approximately 75 feet. The craft was triangular-shaped with a bright white light at each apex of the triangle. The lights were steady; however, they appeared to either blink or increase in intensity as the object left. The boys further stated that banks of multi-colored lights were mounted vertically and horizontally on the bottom of the object. They were blinking yellow, red, blue, and green colors in no particular pattern. Due to the overall brightness of this unusual craft, it was difficult to visualize the remainder of it; however, the boy "thought" it had a greyish metal framework. They estimated it to be the size of a large dump truck.

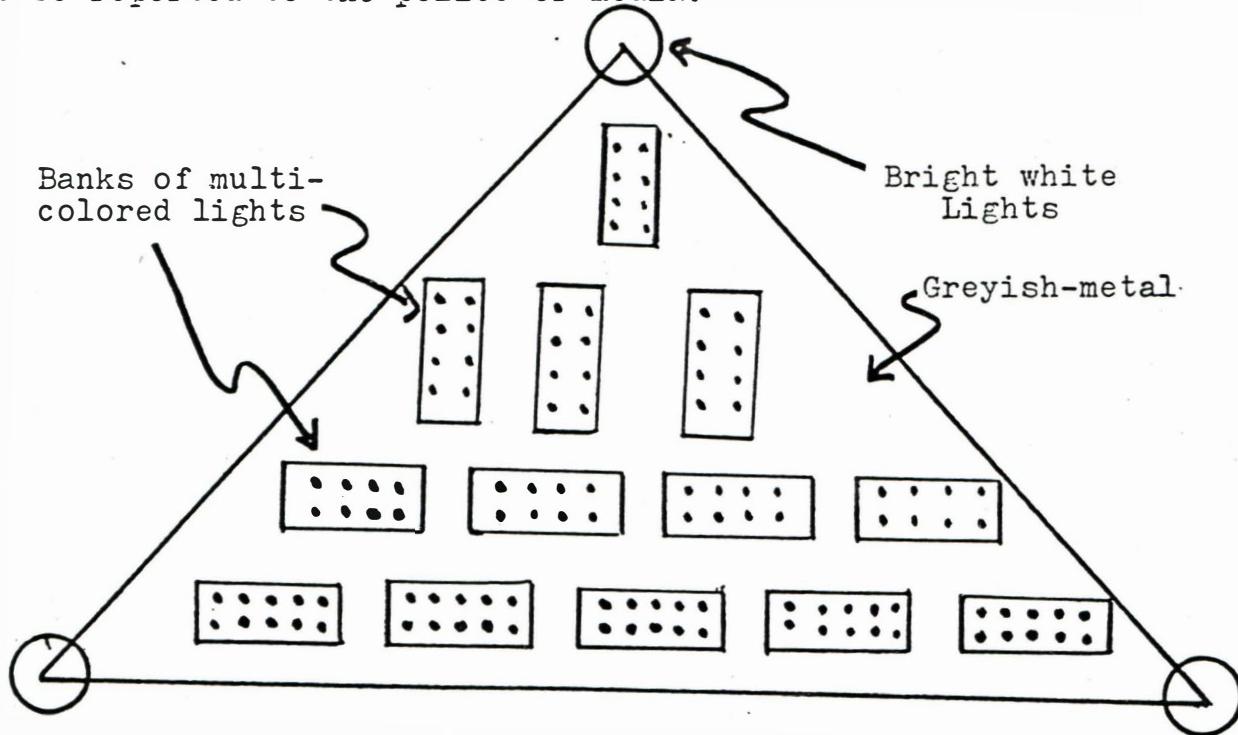
"When I first saw the object, it just appeared to be a bright light coming up and out of Wildcat Hollow", said the 19 year old youth. "I was confused at first until it came closer and closer and hovered over our heads. I stood there in awe. It made absolutely no noise. I wasn't afraid or anything like that. We watched for about 30 seconds, or maybe a minute, then I raised my hand and motioned for it to come down and land. Instead it blinked its lights and took off over the school". As the craft accelerated over the building it made no noise; however, after it disappeared both witnesses could hear a loud roaring sound coming from the object's general direction.

At this point the boys decided to walk in a southeasterly direction across the parking lot towards a cyclone fence hoping to get another look at this strange phenomenon. Instead they observed two more triangular-shaped objects over Wildcat Hollow between the school and the Ohio River one mile to the North. These two craft were moving from North to South and also passed slowly over the school building at a very low altitude.

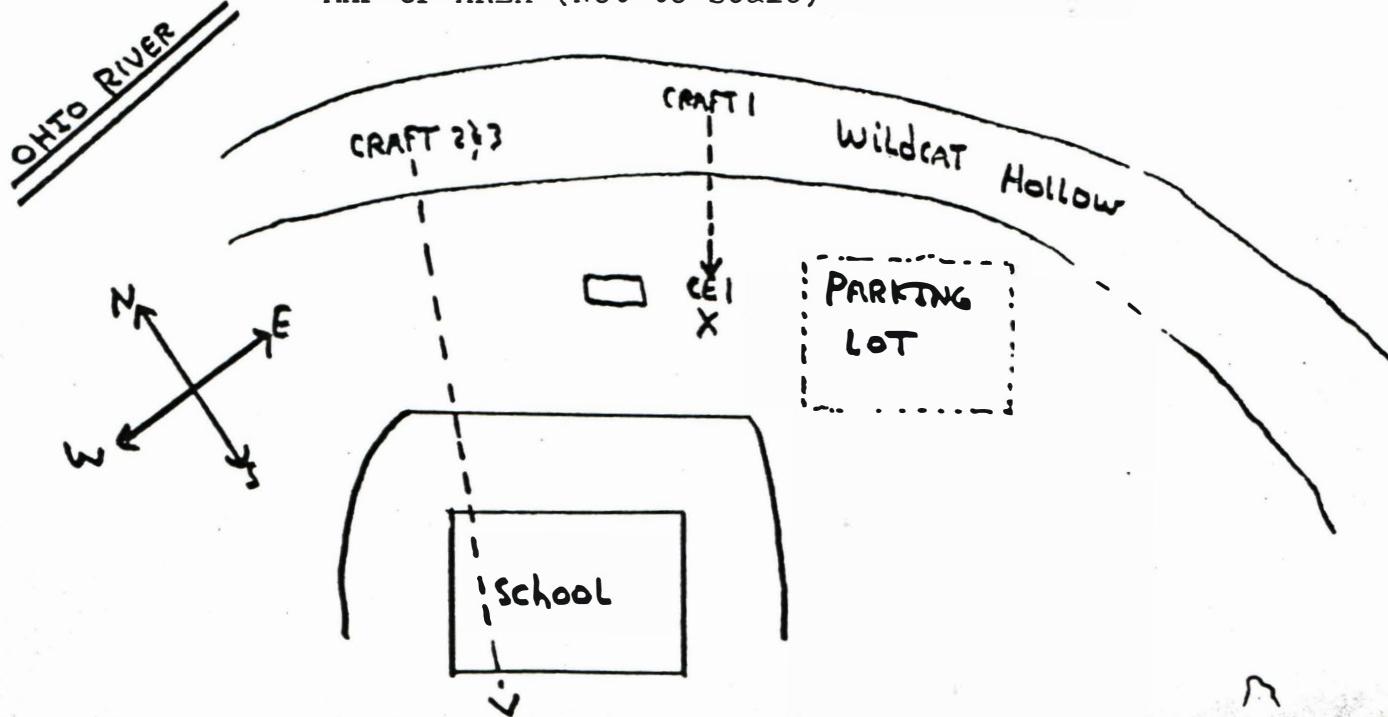
For the next hour to an hour and half the boys continued to walk around the parking lot area surveying the skies. In this period of time they periodically observed a series of similar shaped objects moving around at a distance and apparently making no noise. They lost count, but agreed that perhaps 12 to 15 objects were seen that night. They claimed to have also observed several more at a greater distance as they walked down the Maple Street Hill and returned to their homes.

The Center was notified of the sighting on the afternoon of the next day. We immediately called the FAA at Greater Pitt considering the proximity of the objects to the airport; however they reported nothing unusual that night and suggested that whatever it was might have been too low to be seen on RADAR. Considering the large number of strange objects observed that particular evening in this urban area, the Center expected to receive many sighting reports. This was not to be the case. The two teenage boys were the only witnesses. We can

only presume that perhaps the first 3 objects encountered in the first few minutes of observation fit the UFO category while the distant craft observed for the next 1½ hours were usual commercial airliners. This might be a rationalization on our part, but it's difficult to believe that UFOs can manoeuvre over a city of thousands for that length of time and not be reported to the police or media.



UNDERSIDE OF CORAOPOLIS CRAFT
MAP OF AREA (Not to scale)

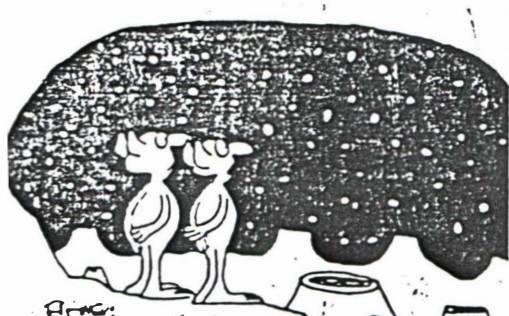


THE FAR SIDE

By GARY LARSON

**THE FAR SIDE**

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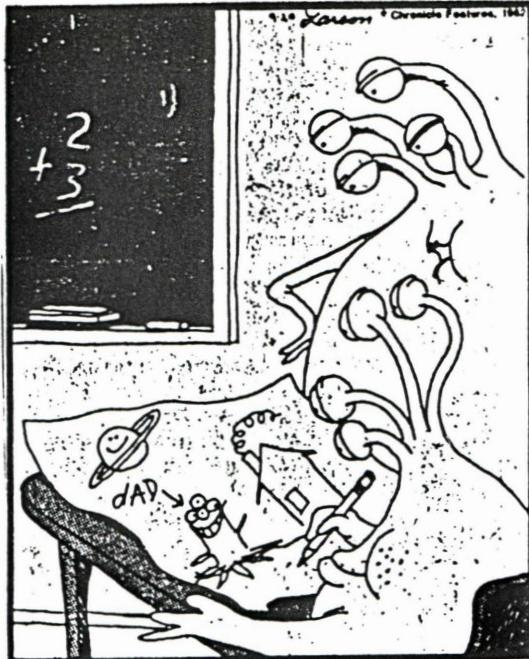


"Since I don't believe there's life on another planets, I don't believe in flying saucers either!"

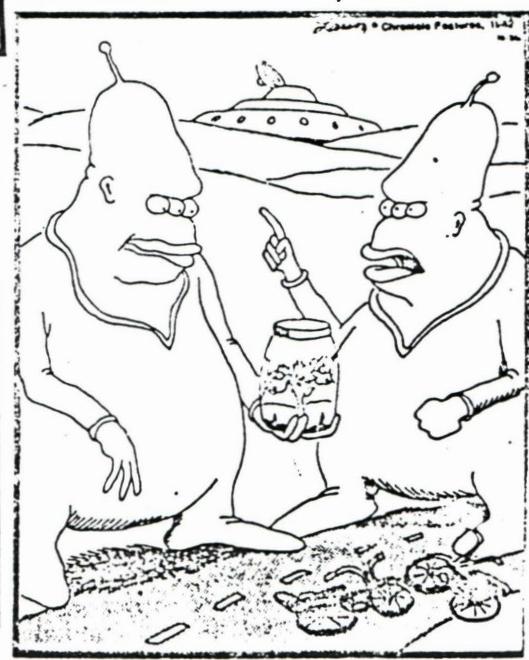
CARTOONMIX

THE FAR SIDE

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**THE FAR SIDE**

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**BEN WICKS****THE FAR SIDE**

By GARY LARSON



"They've gone to see E.T."